

RCB's Annual Christmas Party

All RCB members and friends are invited to the annual RCB Christmas Party at A&S on Saturday, December 8th.

The Club will provide turkey, ham, and beverages and the other fixin's will be pot luck from our members based on their last names:

A-F: Desserts

G-K: Salads

L-S: Main dishes

T-Z: Side dishes

help with the special monthly raffle and there will also be free door prizes (purchased with the surplus generated by the monthly raffles during the year) for those still too shy/cheap to actually pay for raffle tickets.

Hope to see everyone there!!



An elf or two might be there to

Suberbike Coach Class

By Lynn Yelland

Ongoing training is something that most BMW riders subscribe to so I was excited about the opportunity to try the Suberbike Coach class offered by Can Akkaya. My expectation was that this class would be using race bike techniques to improve my cornering skills. Having the opportunity to practicing these techniques on the road was an aspect of the class that appealed to me.

There are different schools of thought when it comes to riding. There is the old school biker wisdom such as, "never use the front brake, it's dangerous" and "sometimes ya just gotta lay'er down." Then there is the MSF school of thought based on the Hurt Study conducted in the 70's.

MSF teaches us to "always use both brakes" and "when you lock up the rear brake stay on it, when you lock up the front brake release it immediately." The MSF also promotes the concept of completing your braking before you enter the turn.

If you are a disciple or either school of wisdom, you may find it difficult to accept new ideas about effective riding. If you have an open my mind and are willing to explore new ideas about riding proficiency, even if those ideas fly directly in the face of what the MSF teaches, then you could learn a lot. I did.

When my husband Jey and I first arrived, our teacher was on a sport bike and so was the other student. We arrived with 15-year old BMW

touring bikes. My initial thought was "uh oh, this is probably not the class for me." But Can assured us that the class was designed to impart race track knowledge to any rider on any bike.

Can is a professional motorcycle racer with many yeas of track experience. It is this experience that he shared with us. He has the ability to transfer knowledge in a way that anyone can understand. He introduced each concept, explained the physics behind it, the benefit of the technique, what it should feel like in the saddle, and the desired result.

We spent a good portion of the day working on braking techniques. But wait, wasn't this supposed to be a class on cornering skills, you ask? What does braking have to

do with cornering? EVERYTHING!

We started in a parking lot and worked on hard braking using front and rear then just front. We reached the point of locking the front and then practiced hard braking just prior to reaching that point. The idea is that, under hard braking, the rear loses traction so quickly why go there at all. Once the rear brake is locked the rear end will fishtail and you must stay on the brake. This limits control of the motorcycle and limits your options to evade a collision. I could stop much faster and much more in control under very hard braking conditions when I was using ONLY the front.

We moved on to smooth shifting techniques by practicing shifting without the clutch. I definitely need a lot more work here. I had good critique by Can and I know how to make my shifting much smoother. This will take a lot more practice on my part but I know his technique will make me a much smoother rider.

Our next move was to the street where we practiced the perfect line, outside-inside-outside. We moved at a reasonable pace to practice and followed Can's lines through a twisty road. It is easy to follow the curve of the road and perhaps more fun sometimes. However, the most efficient route through a corner is the one that uses the least amount of lean. My challenge was to string a section of corners together creating the perfect line through them all to finish the section exactly where I wanted to be. The advantages with this

strategy is that you make it through the corners faster (with less lean) and, if you need to stop quickly (for crazy deer or bicyclist) you can do so faster if the bike is more upright.

Our next lesson was counter steering. Can gave us an overview of the physics behind the counter steering concept. We all know you push right to go right and push left to go left. But you can also PULL right to go left and pull left to go right... it is the same thing. When you think about pulling and pushing at the same time you can snap the bike in and out of a turn faster. We practiced pulling on the low bar to begin the process of righting the bike for the next turn. I quickly came to realize that I already do this and now I know why it is so much more efficient.

We also talked about reactions that get us into trouble. These were described as protective reactions – what we do instinctively when faced with danger. Example would be when a rider goes into a corner and panics because he thinks he is going to fast so he look up at the danger – the mountain – instead of looking where they want to go. Can said something that will stick with me - most of the time we panic because we think something will happen. The reality is, we might not be going too fast, we just get a feeling we are and react on the feeling rather than finishing the turn. The bike will do much more than we think it can.

Lastly we worked on trail braking. Out of all the other lessons this one will be the most valuable for

me in cornering. I had heard about this concept but had implemented it all wrong. Trail braking is applying the front brake into the corner longer. The advantage for a racer is that they can carry speed longer into the corner. The advantage to the street rider is that using a smoother transition of front brake longer into the corner stabilizes the suspension. Example, if you do all your braking before entering the corner and then apply the throttle again you have compressed your suspension (in braking) and released suspension with acceleration, then centrifugal force compresses the suspension again at the apex of the turn. This causes an up and down movement of the bike. Carrying the brake into the corner at the point where centrifugal force is then acting on the bike will give you a nice smooth transition. In addition, if you realize you are going too fast you can gently apply the brake a little longer into the corner. This is an advanced technique and must be applied properly as with any advanced braking technique. The brake must be applied in a smooth, gentle, controlled manner.

As we returned to the parking lot, Can rode behind each of us to capture our riding technique via video cam. In all we spent 6 hours working hard to improve our riding skills.

I really got a lot out of this class. The goal is to use racing techniques to be a smoother, faster, and safer rider. I know the techniques I learned will make me a better rider and I will continue to practice these techniques on my own. The club will be exploring

ways in which Can could do a class just for our members. Look for more information on this in the near future.

Superbike-Coach history

Can Akkaya is an ex-pro racer and won his last international race in 1995 on a 250cc production race bike. Can is at home on all European racetracks that you might know from the TV coverage of MotoGP events. He was German Track Trophy Vice-Champion 1991, holder of 5 Lap records and a few international victories. He raced in the German Championships, Dutch- and Spanish Open, and European Championships. "Never Surrender" was his maxim, and his fans called him "Crazy Can". After his retirement from racing, he enjoyed riding all types of motorcycles including Choppers, Cruisers, Supermoto's and

Moto-Cross.

Can worked as a test rider for race bike engineering, and in the development of leather motorcycle racing suits. He has been an instructor for track days all over Europe. Can has taught nearly 2500 students. In retirement his "badass" riding style, expertise in race bike development and suspension configuration kept him very busy.

When his daughter Jill was born in

2004, Can started writing about his time as a racer. In his book, Racers-Story, Can puts you on the race bike seat in the race. With tough words and gallows humor he takes the reader into a world of challenges, victories, and fears. Can reveals the guts of the racing world. (Video) From 2006 to 2008 Can was the leading instructor of Germany's first racing school, and it was his passion. His students got both theory and practice all over Europe.



Classified Ads

1970 R60/5 and 2005 F650GS (ABS)
R60/5: 35,000 miles, always garaged,
new transmission, asking \$2,000

F650GS: 7,000 miles, heated grips, two
seats, battery tender, bike cover, tank bag,
never down or off-road, asking \$4,500
Carol Schick (prospective new member)
(916) 747-3144,
carolschick@hotmail.com

BMR Products Co-Pilot Shelf - R1100RT
Good condition Co-Pilot shelf with additional
accessory arm, and vertical arm.
Fits my 97 RT. It fits other 1100RTs, but
not 1150s or 1200s. Bob McCarthy
(916) 849-5703,
bmccarthy97@hotmail.com

Cortech 21 liter Strap Mount Tank Bag
This is a large bag that I used on my 97

RT. Used it for 3 seasons. Looks great,
and also has the Map Case. Lots of storage,
70 bucks. Bob McCarthy
(916) 849-5703
bmccarthy97@hotmail.com

2001 BMW R1150GS, Blue/White, Exc.
Cond., Many Extras, High miles, but
complete Dlr. Maint. Hist. Looks, runs
great. All Syst. Cases. Must see, ride.
\$6K OBO. Extras: Operators manual,
complete tool kit 124K Service just completed
NEW TOURANCE EXPS 1. New Mag. Cortech
Tank Bag 2, LED Clear Running/Taillights
3. Clymer Repair Manual 4. Extra set
Tourance Tires 5. Low and Original Rider
Seats. 6. Pivot Pegs 7. Carbon trim pieces
8. Top case carpet. 9. All new hand,
engine protectors 10. Various trim pieces
and replaced parts. 11. BMW Gel Battery.
Curt Yeager (916) 605-6221,
yeager.l@comcast.net

2002 BMW R1150R, Black R1150R. 22k
miles. Excellent condition. No scratches,

dings, dents, whatever. Never down. Professionally
maintained by a BMW master mechanic. - BMW
system bags keyed to ignition - Givi topcase -
30 liters - BMW GS hand guards - BMW sport
screen and touring screen - high and low rider
seats - cylinder head protectors - heated grips -
Kisan signal minder installed - Fiam Freeway
Blaster horn installed - non-ABS - Mileage is
about 44 mpg. Handling is superb. Lots and
lots of torque. Fast bike gives the crotch
rockets a run for their money. Take this
machine in the canyons, to the Rock Store or
the superslab .. a really delightful roadster,
very stable at speed. CA registration through
Aug 2013 paid Machine is in LA near LAX.
\$5995 Andy Wohl, (323) 304-5428
andywohl@gmail.com

'96 R850R, \$3000, 47k miles, Wilbers
shocks, Rick Mayer seat, new switches,
moto front lights, hard cases. Ron Anderson,
(916) 983-7813
tros3@att.net