

NORCAL NEWS



Ride to Camp

Camp to Ride

President's Report



My wife purchased her first motorcycle this weekend: a bright red Kawasaki Ninja 250. She's not endorsed yet, so I rode it home for her. My first adult motorcycle was a red Ninja, and riding her motorcycle brought back memories of my first times out on the street. Riding her

motorcycle felt unencumbered and simple. It responded to the slightest input, and it quickly reminded me that I needed to be more precise as everything translated immediately. I quickly got immersed, and was in the moment much of the way home.

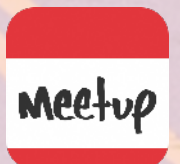
Living in Twin Peaks, I travel up O'Shannessy to get home. O'Shannessy is a somewhat curvy, short stretch of road. In my excitement on the new motorcycle, I let my focus on other traffic drop. I was concentrating on the turns, and coming through the corners. The car in front of me stopped for a cross walk. At this point, I realized the stopping power of the Ninja was not what I was accustomed to on my RT. I'd grown used to having ABS, and what feels like a massive amount of stopping power. I'd taken that for granted when I needed to really stop in an emergency on my wife's new motorcycle. I brushed it off at the moment because I had done something really stupid and managed to survive.

I still had a few minutes to get home, and I wanted to keep my emotions under control. After getting home, I was disappointed with my riding. I know better than to really push on busy streets, and I should have been more aware of the braking characteristics of the bike I was riding. Becoming accustomed to something else and falling into old habits nearly put me on the pavement. It's easy to fall into patterns and expect different outcomes than reality. Falling into habits happens in all aspects of our lives from how we ride, what we do at work, and in our relationships. I don't want to fall into a routine that lures me into a false sense of comfort in my personal, professional, or social life. It would be easy to fall into a routine that someone else will coordinate rides and events for our Club.

February is here and it brings us one month closer to our Rally. Events are shaping up, and the Rally is coming together. Tom and the rest of the BoD need people to step forward to help make the Rally successful. Several have volunteered to take on positions and coordinate activities during the rally. It's time to break out of a routine and make a part of the 49er your own. **A Volunteer Coordinator is needed this Spring to help wrangle and lead. Shoot Tom or myself an email about being the VC or anything else regarding the Rally.**

Dan Rowe

www.bmwnorcal.org



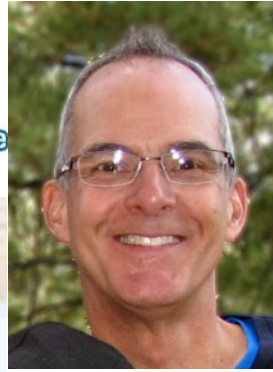


Ride to Camp
Camp to Ride

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**Board Member*

Treasurer's Report



The Treasurer's world was pretty quiet again this month. We filed our State of California sales taxes due from t-shirts sales at 49'er Rally, \$294. In addition, we paid the BMW Rider's Association dues for the year. We are searching for a new home for our money market funds with a financial

institution that pays a little interest. We ordered and used a debit card for the first time to pay the sales taxes and monthly website subscription. We also started using bill pay on a trial basis for the next six months (our President, Dan Rowe and I are both signing off on each transaction.) Using these tools allows us to simplify and greatly reduce the time required to fulfill the duties of the Treasurer.

We also drafted and the BOD approved the budget for the 49'er for 2016. From a financial standpoint, we are projecting increased revenues from higher entrance fees and attendance totaling \$7,500. These funds will be used to pay for speakers, skills instructors and marketing. I'm excited about the plan for the year but know there's a ton of work to do and ask that all our members sign up and volunteer early and often!

Our new website is gaining traction as 47 of our 196 dues-paying members have created usernames and passwords and "logged-on." Please take a minute to create your account by visiting the website, click the Login button in the upper right corner of the screen and then click Forgot Password to start the process. Once you have access you can visit the online member directory, upload a personal photo and review club confidential documents. We continue to fine-tune the site with new features so if you have suggestions, please send them my way.

Thanks for your continued support and if you any have questions about the club finances shoot me an email at treasurer@bmwnorcal.org. Wherever you ride, think safe!

John Vashon

Rained Out!



We've come close to rain outs (and freeze outs and fog outs!), but we've been lucky through my first year and a half as tour captain. El Niño has ended the streak. Dan and I called off the January ride to Arroyo Seco at noon on Friday when the Weather Service predicted rain Saturday night, getting

heavy early Sunday morning. And as nice as the weather looked around the Bay on Saturday, the radar showed a big yellow band at the campground while people would have been making their first restroom run, breaking camp, and putting on their gear. The wind gusts in the 40's could have been a hazard winding down to 101.

The club's standing fallback is the Alpine Inn in Portola Valley, an historic (ask the Historian!) and charming beer-and-burgers spot that I'd never visited before. Even as it rained at the abandoned campsite, we had an outdoor meeting by the propane fire. We had two guests, and David Gluss and Patti made the short drive from their home.

The February 27 meeting will be at Fremont Peak State Park's Doe Flat group camp, near the Hollister SVRA (with thanks to Tom Harris who spotted it.) We'll again meet at Flames Coffee Shop, 7170 Santa Teresa Blvd, San Jose at 8:00 AM. Don't be surprised if I re-use some

A note from the editor

I would like to thank all of this month's newsletter contributors. Steve Kesinger is holding a tech day at his home on 20th Feb, and Ted Crum is bring along a custom tool to allow you to check the accuracy of tire gauges.

Sadly Cliff Dunn is moving to Oregon, so this month was the last time in the foreseeable future he will be joining us. He led the January SSBR, and provided the write up for this newsletter.

of the rained-out route. Details will be on the Norcal web site and Meetup page.

In March we return to Death Valley, at the Furnace Creek campground. We will have several sites available, all reserved for Friday, Saturday and Sunday nights. The meeting will be on Saturday, Mar 26 at group Camp 2. There are restaurants and lodging at the nearby Furnace Creek Ranch. Because riders may come at different times, and may take road or overland routes of differing durations, there is no official guided tour. The club's Facebook page is the best place to find riding partners.

The April 23 meeting will be at Black Butte Lake, near Orland (not Lassen); I'm hoping to see some water in the lake. May brings the 49er in Mariposa. The June election meeting will be at Calaveras Big Trees, near Arnold.

I will be away riding in Europe during the June 25 election meeting, and I will not be running for a third term, so Black Butte will be the last ride I lead as tour captain. This is the right time for any member who might want to be tour captain to talk to me or any board member about running for the office. The next tour captain will start with campsite reservations made through October, and will inherit the substantial institutional knowledge we've compiled. It needn't be complicated, "follow me" or a simple list of turns have worked well in the past.

Enjoy the ride!

Ted Crum Tour Captain

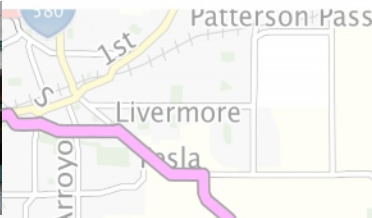
When I joined the club Cliff was leading both campout and the SSBR. For me it was a great introduction, discovering new roads and massively improved my riding skills. A big thank you to Cliff.

I am always looking for new contributions. Please note I go to the printers at the end of the first week of the month. The earlier I get new articles the better, since organizing everything takes some time.

John Ellis

This newsletter is best viewed on line with latest Adobe Acrobat Reader DC

Cliff Dunn's Second Sunday Auf Wiedersehen



Route by
Cliff Dunn



We met at Dean's Cafe in Pleasanton for the



January 2016 SSBR. Dean's is always welcoming to us and they have a huge selection of omelettes. We had 13 people show up for breakfast and 8 on the ride. Chris Dailey and son rode sweep on/in the

me to Portland. I will certainly miss the great comradery experienced since joining the club in 2009. And there are so many great memories of the camping and riding we have done. The club has given me wonderful opportunities for leadership roles as SSBR chairman for 5 years and Tour Captain for 2 years. Plus the GS skill-set clinics and rides we did at the 49er rally, and the GPS seminars we held. And certainly, my riding skills have vastly improved from watching, listening, and following many seasoned skilled riders in this club. Some no longer with us. I would like to especially thank Z Ortiz for encouraging me to step-up to many of these roles. It has been a wonderful experience.

But let's not end it here, I plan to become active in BMW Riders of Oregon and lead rides in the Portland area. So all are welcome to keep in touch to extend the riding even further north. Already planning to attend the Chief Joseph Rally held in John Day, Or. Hope to see you there.

Cliff Dunn

infamous side-car rig. The weather was a bit dubious as we rode out of Pleasanton toward Mines road with light rain drizzle staring to come down. But by the time we got to Del Valle park, for our first rest stop, the weather had cleared and the sky was blue. The ride to The Junction and Mt Hamilton was very nice with some debris on the road from the earlier rainfall but overall great riding. While enjoying the views from Mt Hamilton an ominous cloud of fog rolled over us before heading down to end the ride. Two new riders to Norcal attended Ron and Panesh - hope to see their return to club events.

This was a special ride for me as it was the last SSBR I will be attending and leading. As many of you know, my company is moving







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So What's Stopping You



Following up on last month's column on tires, I'd like to invite all members to our first Tech Session of 2016 on Saturday Feb. 20th. We're going to focus on brakes, wheels and tires, but if you have another project you're interested in, contact me and I'll let you know if it can be

accommodated. For instance if you need an oil change, I have the equipment to handle that but bring your own oil and filter.

I'll open the garage and have the coffee and donuts on at 10AM. Water and soft drinks will be provided too. There's plenty of parking, so come just to watch and socialize if you like. Weather providing, I'll light the grill about 1PM, or when the work load permits. Have something you'd like to share feel free to bring it, but it's not required!

We plan to have an accurate master pressure gauge to check the accuracy of tire gauges, so



Tire tools!

I will be at Safety Chair Steve Kesinger's Feb 20 tech session with a couple of my own tools. One of them is a custom tire gauge calibrator (pictured.) I rode to Wyoming last year, and my riding partner had tire trouble. Her tires wore funny and fast, and the bike didn't feel right. It turns out her tire pressure gauge was way

off, and her tires were not inflated right. 10PSI different from mine, but how good is mine? I decided to find out. After some tests, I realized that a practical device has to have a reservoir, to simulate a tire, and because the shot of air when the



bring yours and see how it measures up. A bad gauge may be worse than no gauge! We may also have a GS-911 if you'd like to check your bike for fault codes. Thanks to Ted C. for these!

Continuing with brakes, one member is going to install new rear brake pads on his 1200GS. I'll have a spare brake caliper off for close up inspection too. Here's a quick tip to remember while installing new pads. The caliper pistons will be pushed back into the bores displacing some brake fluid which will flow back to the reservoir. Be ready to catch the overflow, or better yet, siphon some fluid out first to prevent the overflow. By the way, this is why you've needed to add a little fluid occasionally to your brake reservoirs as the pads wear. All makes since now doesn't it?!

So what's stopping you From coming out to the tech session? And learning more about what's stopping you!

Your Safety Guy, Steve Kesinger

gauge is applied causes a pressure change that a regulator can't respond to. Acme Fire extinguisher in Oakland gave me a scrap 10LB dry powder bottle, and I bought some "test" quality gauges. It has a Bourdon-tube gauge now, but my +/- 0.25% digital unit will be back from calibration in time for the session.



The other tool is an inexpensive "Fowler" digital tread depth gauge (Amazon B0015PI4PC, \$17) that reads in millimetres, decimal inches and 64ths. This tool is made for car tires, and is meant to lie across the straight surface of the tire. The foot shape is not right for a curved cycle tire, so I measure through a big washer that spans the tread blocks. I take advantage of the tool's "zero" function to subtract out the thickness of the washer.

Ted Crum

Alpine Inn by Steve Staiger

In the 1850s, disappointed gold seekers began settling in the Santa Clara Valley to farm the fertile land. The earlier settlers, the Californios, felt displaced and outnumbered by the newcomers with their foreign customs and new form of government.

Many of the Californios withdrew from the valley and found refuge in remote areas such as Half Moon Bay and Portola Valley. Felix Buelna, a former alcalde (mayor) of San Jose, settled on 95 acres of Maximo Martinez' Rancho de Corte de Madera in 1852. He soon opened a casa de tableta, a gambling house, where his fellow Californios could play cards and enjoy each's company with their beverages of choice.

Buelna's roadhouse was established at the intersection of Arastradero Road and Alpine Road, then known as the Old Spanish Trail and a major route from the Santa Clara Valley to the coast communities of San Gregorio and Pescadero.

Business was good but Buelna's gambling was not so good, and he sold the roadhouse to William Stanton, a Menlo Park coachman, reputedly to cover his losses in a poker game.

For the next century, ownership or proprietorship of the Alpine Inn would change numerous times, often with changes in ethnic flavor and with changes in the name of the roadhouse on Alpine Road.

In 1870 an Englishman, William Tate Philpott, leased the roadhouse for five years before Stanton resumed management, when it became known as Stanton's Saloon. When Stanton died in a railroad accident, his family leased the business to F. Rodriguez Crovello, known to his customers as "Black Chapete." The short, plump bartender with his black handlebar mustache was popular with his growing clientele of locals and construction workers who were building the new Stanford University.

When Stanford opened in 1891, the students soon discovered the liquid refreshments at Black

Chapete's, a welcoming change from "dry" Palo Alto. University officials pressured San Mateo County officials about the saloon operating near the university and its young, impressionable students. But county officials did nothing--as saloon keepers and related interests dominated San Mateo County politics, maintaining a very "wet" atmosphere throughout the county.

When the notoriously "wet" town of Mayfield incorporated in 1903, one of the first acts of the town trustees was to declare the town "dry," thus forcing the closure of the 23 saloons in town. Charlie Wright, one of the former Mayfield saloon owners, began a partnership with Crovello at the Alpine roadhouse.

Soon thereafter Charles Schenkel took over management of the roadhouse and renamed it the "Wunder." With the new name came a German flavor, but Schenkel's proprietorship did not last nearly as long as the new name. In 1907, Portola Valley farmer Walter Jelich bought Schenkel's lease and continued the saloon's operation.

Stanford President David Starr Jordan took advantage of the change of ownership to protest the saloon's presence to the San Mateo County Board of Supervisors. He complained that the establishment had "the reputation of being vile even for a roadhouse" and that it was a "disgrace to San Mateo County." But the Board of Supervisors again failed to share the Stanford viewpoint of and granted Jelich a liquor license before they even listened to Jordan's plea.

In 1909 the State of California passed a law prohibiting the sale of liquor within 1 1/2 miles of schools and universities, including Stanford. This resulted in the closure of 14 saloons in Menlo Park, but left the Alpine Road establishment unaffected--it was just outside the new limit. With much of the competition banned, the saloon's business boomed.

During World War I, the U.S. Army's Camp Fremont in Menlo Park created a dry zone

surrounding the camp. But this dry zone also did not extend to the roadhouse, and the soldiers joined the locals and the students in enjoying the liquid refreshments supplied there.

Then came Prohibition: the Volstead Act of 1919. Saloons closed nationwide as the nation became legally "dry." For the next 13 years, rum runners and speakeasies were sources of alcoholic beverages.

Illegal liquor activity in San Mateo County was notorious, reflecting the sentiment of many of its residents. Numerous shipments of illegal liquor were smuggled into the county along the long coastline.

The Alpine Road establishment was renamed "Schenkel's Picnic Park" and encouraged San Franciscans to come down to visit and enjoy the countryside. Advertised non-alcoholic beverages were sold, but more potent beverages were reputedly available to those in the know.

When prohibition ended in 1933, Stanford students exuberantly returned the lease passing to Enrico Rossotti. Rossotti eventually purchased the property from the Stanton family and ran the popular establishment until 1956. Mr. and Mrs. Rossotti's business became more than a saloon with the addition of

burgers and similar grill food, popular with the crowds that often swelled enormously on Stanford home football gamedays. Alumni and families began to frequent the establishment in greater numbers.

Don Horther and John Alexander took over the roadhouse in 1956 and renamed it the "Alpine Inn Beer Garden"

Since 2013, for the first time in 140 years, a woman has been the sole owner and proprietor, Molly Alexander, the widow of John. She plans to stay on indefinitely.

The clientele has changed over the years. Stanford students have been replaced by new groups of beer-loving customers.

The saloon and its outdoor beer garden are populated by Silicon Valley workers out for a burger and beer at lunch under the trees. On weekends, bicyclists, motorcyclists and occasionally horse riders pull off the road or trail to enjoy the pleasures of the Alpine Inn, and when rained out, BMW Norcal holds their general membership meeting there.

Contributed by Ed Perry

Steve Staiger is the City of Palo Alto historian and a staff member at the main library



BMW Motorcycle

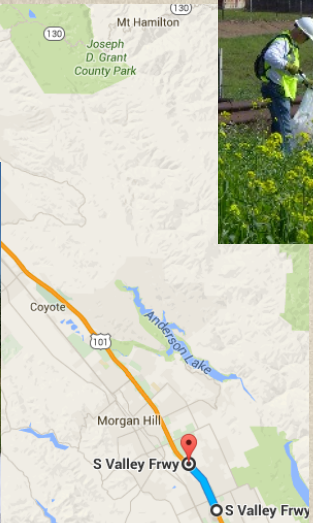
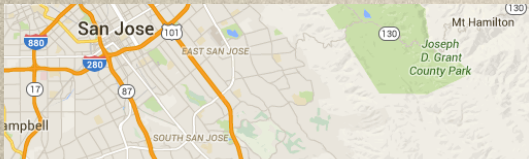
BEGINNING OF THE INTERNET AGE

On August 27, 1976, scientists from SRI International celebrated the successful completion of tests by sending an electronic message from a computer set up at a picnic table behind the Alpine Inn. The message was sent via a radio network to SRI and on through a second network, the ARPANET, to Boston. This event marked the beginning of the Internet Age.

Adopt-a-Highway First Clean up Day

Saturday 6th February was the kick off day for cleaning our bit of Highway 101. The day began with a excellent breakfast at Scrambl'z Diner, followed by planning, instructions and distribution of protective clothing by Ed. The eleven club member involved were John Ellis, Steve Kesinger, Christine Cearing, Dan Rowe, Fred Montano ,Warren Barnes, Russ Drake, Rick Klain, Markus Fromherz, Heike Schmitz and Ed Perry. The weather was a perfect 68 degrees and clear. This section of the freeway hadn't been cleaned in a

long time. The team filled over 80 garbage bags. By the time we packed up it was, without doubt, the cleanest section of highway between here and Los Angeles. Besides the expected fast food garbage, there was lots of rubber from tires, big pieces of wood, and broken car parts. Fred found an industrial strength 5ft crowbar, and Russ picked up a dollar. No bodies or firearms. Next time we go out it will be a whole lot easier, so get involved and sign up with Ed Perry.





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Like most of the older members of the club I grew up riding motorcycles using carburetors. Tuning of carburetors is a bit of a black art, but it was always pretty easy to figure out whether the engine was running weak or rich by looking at the color of the plugs. A white insulator indicated a weak mixture, while a black one indicated a rich mixture. A light brown color was just right.



To meet the ever stricter emissions requirements manufacturers introduced fuel injectors to tightly control the amount of fuel being drawn into the cylinder. The fuel injectors' pulsed operation is controlled, by the ECU. On my

R1150r the ECU detects throttle position, air temperature, engine temperature and the residual oxygen measured by sensor in the exhaust. The oxygen sensor checks the amount of oxygen in the exhaust, compared to the amount in the air. If the mixture is too rich (too little oxygen) or too lean (too much oxygen) then the oxygen sensor sends a signal to the ECU telling it to adjust the amount of fuel.

Although the ECU will respond instantly to changes on the throttle position, changes to the mixture (the length of the fuel pulse) is also affected by other sensors but with a relatively slow response which maybe in the order of several minutes.

The insulators on spark plugs on my R1150r, from the time of purchase were always white. In other words a weak mixture. I think this is typical of newer motorcycles. The bike ran OK, and did not suffer surging like earlier models, but tended to run rough and vibrate badly, particularly at altitudes greater than 5000ft. After discussing the problem with others, I discovered a number

of owners use add-on devices to richen the mixture.

Some people used Dynojet's Power Commander. This is a replacement (or at least a partial replacement for the OEM ECU). The Power Commander provides different fuel – air maps, and allows maps to be modified to specific engines. The Power Commander retails for around \$500. An alternative is the Booster Plug. The Booster plug sits between the temperature sensor in the air box and the OEM ECU. The Booster Plug retails for about \$150. I have no personal experience of either of these two devices.

Back in 2012 when searching the web for solutions I found “2004 R1150RT Wideband O2 Sensor Project” <http://advrider.com/index.php?threads/2004-r1150rt-wideband-o2-sensor-project-and-af-xied-for-bmw.749080/> started by Roger04RT.

The originator of this thread did extensive research using GS-911 and laptop strapped to his R1150RT to figure out exactly what the OEM ECU is doing under different engine conditions. His findings suggest the Booster Plug was only effective under transient engine conditions.

Under partial throttle and steady conditions, the closed loop between the ECU and the O2 sensor, controlled the fuel mixture. For those interested I suggest you look at what is currently an extremely long thread referenced above. I was very impressed with Roger04RT's methodology and analysis of the problem. The eventual solution is called “BMW-AF-XiED” and is available for Beemerboneyard.com for around \$200. I purchased one of the first ones made back in 2012. The electronic gizmo sits between the O2 sensor and the OEM ECU and basically fools the ECU into believing the engine is running weaker than it actually is. As a result the mixture is enriched. The unit is plug and play and can be set using an adjustment screw. It needs no special equipment, PC etc. I simply

set the screw to the recommended value and left it.

For me, the gizmo has transformed the R1150. After installation I remember thinking it was like riding a different bike. The throttle response off idle greatly improved and the engine seemed to run much smoother. The overall impression was an increase in mid-range torque. The spark plugs showed a nice light brown. I noticed no difference in fuel consumption.

After the device had been fitted for a couple of years and noticed the bike was not running quite as well as before. Looking at the plugs the insulators were now white, so I figured either the AF-XiED or the O2 sensor had failed. Since the bike was then 10 years old with 70,000 miles it was more likely the O2 sensor had failed. I ordered a new one and after fitting, the plugs returned to their previous light brown color. I don't own a GS-911 but I understand this would have been capable of identifying the faulty O2 sensor.

Beemberboneyard.com now has the XiED fuel enrichment devices available for most BMWs including the R1200, R1100, F700/800 twins and the water heads. My experience is purely with my own bike, but if you are suffering from vibration, rough running, or hesitation, and you

Please note I have no financial interest in any of the products mentioned here. My "advice" is provided in good faith and neither myself the the Club (BMWNorCal) or its officers cannot accept liability for any loss or damage resulting from the use of this information. Before acting on this information you should obtain appropriate technical advice and if necessary have the work carried out by a professional motorcycle engineer.

have tried the usual tuning steps, then you might want to consider one of these. If your bike is several years old or done a lot of miles it might be a good idea to get the O2 sensor checked before fitting. Without a working O2 sensor the OEM ECU will run in a default open loop mode with or without the AF-XiED.

John Ellis



Picture of the 4 plugs from my R1150r after 12k miles. The two larger plugs are the central plugs. The secondary plugs are a nice light brown color. The central plugs are lighter



This is the dusty BMW-AF-XiED mounted on top of a rather dusty air cleaner.

Chief Joseph Rally June 16-19, 2016 John Day, Oregon

Sponsored by BMW Riders of Oregon (BMWRO) Charter #83

Please join us at the fairgrounds in John Day, Oregon. There is lots of Green grass for tent camping and plenty of RV spots. Motels and restaurants three blocks away. Meet old friends and make new friends with dinner provided on Friday and Saturday night. Come ride with us and see why John Day has the best roads in the West.

Visit bmwro.org for registration and details.

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Motorcycle transport as low as \$50.00 or get a one-day
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A&S BMW Motorcycles, 1125 Orlando Avenue, Roseville California 95661



Your Premiere Motorcycle Touring Source!

Adventure Designs LLC
1855 Whipple Road
Hayward, CA. 94544

Saturday, March 5th: HUGE OPEN HOUSE EVENT 11:00 AM to 3:00 PM

Join us for:

- Our Famous Tri-Tip BBQ Lunch (12 noon to 2:00 pm or until its gone)
- Local Handcrafted Root Beer Kegs & Ice Cream for Floats
- FREE Seminar
- Oset & Kuberg Electric Bike Demo Corral
- Over \$1500 in FREE Door Prizes & Swag
- New Gear Vendor Demo's from Helite, Klim, Saddlemen Seats, Schuberth, Rekluse Clutches, Moose Racing, Firstgear, Shoei, Arai, Neutrino Black Box, & More
- 1 Day Only Special Discounts
- Large Closeout Sale and Used Section.

Meet other passionate local riders and see how they have outfitted their bikes. Don't miss this Fun Free Event. We look forward to seeing you on March 5!



Premium
Highway Pegs
with Secret
Storage Made
in USA

Provide comfort
& stretch for
long rides. Look great on large bikes
like the BMW GS, KTM, Super T, Tiger,
Explorer, Multi etc. Black or Silver

Ultimate Complete Tool Kits

Model specific tool kits that are comprehensive & compact. Industry leading USA Made Tools with Lifetime Warranty. You will always have the peace of mind of being prepared for emergency roadside repairs & routine maintenance. Includes hard to find and expensive OEM specific tools for your bike & heavy duty Tool Roll. **BMW R1200GS/GSA/RT/S/R, F800/650GS Twin, R1150GS/A, F650GS Single, KTM's, V-Strom, Super Tenere, Tiger, Explorer & many others.**



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**BMW R1200GS/A
Mud Slings, X-Heads
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**BMW 1200GS/A Stainless Steel
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Quality SS match your BMW & provide outstanding cylinder head protection. Includes SS hardware and mount clamps. Made in USA

1855 Whipple Rd. Hayward CA

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us at our
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- ✓ Klim Riding Gear
- ✓ Clearwater LED Lights
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- ✓ Rear Mudslings Front Fenders
- ✓ AltRider Parts and Bags
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- ✓ Tall Windscreens
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- ✓ Heavy Duty Hand Guards
- ✓ Neutrino Control Module

**We install
anything we sell**

FEB 2016



BMW Motorcycle Club
of Northern California



BMW Club of Northern California, Inc.
P.O. Box 2472
Santa Clara,
CA 95055

Upcoming Events

14 Feb 8:00 AM Second Sunday Breakfast Ride TBD

20 Feb 10 am. Tech Session focusing on brakes, wheels and tires
Steve Kesinger 5267 Keeler Court, Fremont, CA, 94536

27 Feb Camp Out and Meeting at Fremont Peak State Park's Doe Flat group
camp, near Hollister

5 March Adventure Designs "Open House" 11 am to 3 pm
1855 Whipple Road Hayward, CA. 94544

9 Mar 2016 7:00 PM - 9:00 PM Board of Directors meeting
Location The Old Spaghetti Factory 2107 Broadway Redwood City, CA, 94063

25-27 March Camp Out and meeting at Furnace Creek in Death Valley

27-30 May 2016 49'er Rally in Mariposa, California

16-19 June 2016 Chief Joseph Rally in John Day, Oregon

Always check Web site or Meetup for latest information

Come and join us - all makes of bike welcome



www.bmwnorcal.org