

FEBRUARY 2020

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW Motorcycle Club of Northern California

Presidents Column

Well another month and another monthly Campout cancellation! It's been a frustrating few months with the weather and fires, however we have to put safety first. I generally don't mind camping in light overnight rain but if we can avoid riding with wet roads in the rain is the best policy I think.

While we have been putting together impromptu campouts to bridge the gap, I am going to be discussing the cancelation and rescheduling of monthly meetings with the Board to consider backup plans as appropriate. If you have any input into our approach for weather cancellations please drop me an email at president@bmwnorcal.org.

We have a really busy February coming up with club events every weekend! We have a bonus campout at Big Basin Feb 1, a SSBR Feb 9, the Tech clinic at Motoguild Feb 15 th and the Monthly Campout Feb 22 at Clear Lake. Be sure to check out all our events on our website.

Captain's Log

Happy belated 2020 folks! I'm back from a bit of a hiatus from the NorCal news - the Kincadee fire hit pretty close to us, coming within 1000 yards of my home and devastating some of my company's other properties in this part of Sonoma County so my energies have been focused elsewhere. But that fire was cause of just the first derailed campout in our recent string of schedule incursions. This is my 4th year as Tour Captain and while I've had to navigate occasional rescheduling due to weather and more recently unsafe tree conditions at campgrounds (yep, this is now a thing), this is the most cancellations we've seen over that 4 years. And unfortunately, they all happened in consecutive months. Mother Nature has been playing havoc with our calendar lately, and probably just to remind us that we've been really lucky for so long.

But hopefully we're thru the worst and can get on with our regularly planned campouts, resuming this month with us heading out to Clearlake. I took the cancelled ride from January and re-scheduled it for the previously canceled February slot. It's going to be a really great ride, give it a look ahead of time and you'll agree. And double check your registration, if you registered for the Fiddleneck campout you'll need to register again. March, of course, is the annual NorCal Death Valley campout. I reserved an "early bird" site for Thursday, March 26th (group site 2 for those of you taking notes). Friday and Saturday are then both group sites 1 and 2. Note, these are not the same sites as the last 2 years. And be ready for weather there, last year we saw snow at lower passes in the park – right John Howard?? And previous years have been hot as – well, Death

Editors Corner

Adrian Pineda sent me the story of his post-Christmas cursed ride just as I was completing the January newsletter, but in plenty of time for February. I figured with three Norcal events lined up for January I would have plenty of copy. Unfortunately it didn't quite work out like that as the camp out had to be canceled again. Big thanks to Buddy Scauzzo for the SSBR and CalMoto pictures, including the one of Steve Kesinger front cover.

My comments on the eating habits of Central Cal riders (see CalMoto Open Day) needs some explanation. My excuse is that (1) I am a member of Central Cal, (2) its OK 'cos they make fun of each other in their newsletter, (3) they are very friendly group with a great sense of humor.

Bruce Burn contacted me and asked me to advertise this years Hillsborough Concours which this year is featuring BMW. If you

If you haven't been to one of our Tech Clinics it's a DIY maintenance clinic where you can perform basis maintenance such as Oil Changes, Brake Pad replacement, tire changes etc. All the tools are provided by MotoGuild plus a number of club members are on hand to help out.

We participate in Cal Moto's adventure day and had a great turnout of club members. About 12 joined us for breakfast and a quick ride around Mount Diablo to Livermore. About 25 more met up with us at the event. Buddy and Mini brought a table and Popup and John Ellis brought a bunch of our newsletters. We passed out our brochures and talked to many potential members. The turnout for the event was outstanding and the sessions informative.

I wanted to remind those thinking of going to the MOA National Rally that earlybird pricing ends February 15 th so be sure and register before then to get the best deal.

Kevin Coleman

Valley. Preceding the Death Valley campout is our annual, informal jaunt into Baja. Check the club website for details. Remember, this is not a Club led or guide run tour. It's a group of folks heading down for some fun in the sun before Death Valley. Feel free to contact me with questions. April we are heading back to La Grange for another fun campout hosted by Russ Drake at his daughter's property. Rumor has it that she will actually be there this year so we can thank her in person!

And before I forget, BMW NorCal turns 55 this year! And to mark this milestone we are planning a few things throughout the year, including a special celebration at our April campout in La Grange that may possibly involve alcohol. Stay tuned for more details.

Also, like in December we have another informal campout planned. Check the event page for registration. Remember, it's not an "official" Club meeting so there will be no club business conducted, nor will there be presenting from the Board etc... And it also doesn't count as one of the two required meetings for membership eligibility. It's just a fun ride and campout for those missing your BMW NorCal time. So register and have some fun!

And one more thing – you'll notice a .gpx file for tom tom devices starting to be introduced as a navigation option on our rides. Thanks to John Ellis for this. Rever isn't always compatible with different devices so John tweaks the files to better integrate and now he's doing this for tom tom devices. And if you've read past issues of The NorCal News, you know why...

Stay safe folks!

Nick Gloyd Tour Captain

have a vintage BMW that you would like to enter - check out the ad.

Jorgen Larsen is desperately seeking pictures and ideas to celebrate NorCal's 55 year anniversary. Not sure exactly what he has in mind but the winning submission may make it on to an item of clothing or whatever. I am sure he doesn't want me to tell you this, but I heard the winning entry may be in line for a brand new bike. (Just a rumor).

Jorgen is also putting on a Tune-Up clinic at the Moto Guild. See ad opposite. For those that have attended these in the past, the critical statements are "Refreshment will be provided" and "Member Only". This implies there may be home made cup cakes again and that the Central Cal guys are not invited.

John Ellis

Help Celebrate NorCal's 55 year Anniversary

You probably know that BMW Norcal was established in 1965, and what a ride it's been! From our humble roots of 15 (+/-) folks crammed into a cabin above Lexington Reservoir hammering out the foundation of the Club and less than 50 members in the first year to today, where we have a membership of some 315 riders, including three of the original founding members!

To celebrate this milestone, BMW NorCal is planning special rides and events throughout the year, complete with commemorative artwork and swag. And for this we are looking to you, the membership, for input and designs. Please to submit any design ideas and/or sketches for consideration for this years' commemorative artwork. Your idea could either be a hand drawing or created on a



computer. Some ideas for phrases to put on the design could include: "BMW NorCal", "55 years", "Ride to Camp, Camp to Ride", "Established in 1965", "Fun", "Safe", "Camping", etc. Be creative and capture the spirit of this fine club!

All ideas are to be submitted to Jorgen Larsen - Club Safety Director and Party Czar at Safetydirector@bmwnorcal.org no later than March 1st. The BoD will vote on the winning design at the regular BOD meeting at MotoGuild San Francisco on March 7th. You are all welcome to come and participate, as usual. Submittals shall be by members in good standing only.

In addition, we are looking for some old club pictures from past events throughout the years. If you have any that you think could be fun to share, then please forward them to Safetydirector@bmwnorcal.org.

Member Only Clinic - MotoGuild Tune-up Clinic! February 15th



It's time again for some MotoGuild wrench time to get your bike road ready for this season's NorCal club rides!

BMW NorCal has reserved a large workspace for bike tune-ups, including a couple of bike lifts and a tire machine, at MotoGuild on Treasure Island on February 15th. This is open to BMW NorCal members to wrench on their bikes, with the convenience of all the parts and tools you need available there. The clinic starts at 10am and will run until around 3pm.

This will be a fun day where you can do your own minor services to your bike (i.e. change oil/filter, brake fluid, valve check, replace brake pads and tires) alongside other club members. As usual we are looking for our more experienced members to pitch in and help out some of our less experienced riders. If you would like to volunteer, please email Jorgen Larsen at Safetydirector@bmwnorcal.org. Most tools you need will be available for us to use there, but you may want to bring your own special tools and bike manual/ torque specs, just in case.

In addition to this clinic, Moto Guild has been extremely generous and supportive of the Club in providing a space in the past for both our past member clinics and our monthly BoD meetings. In return we ask that members reciprocate the generosity by

purchasing parts/tires beforehand thru MotoGuild.

The free Member Only Clinics are one of the many BMW NorCal benefits and is also a great way of meeting new members. Refreshments will be provided.

MOTO GUILD
SAN FRANCISCO

TIME TO RIDE WITH THE GREMLINS

It was a few days after Christmas, foggy and temperatures were in the 30's. Time to ride for the last time in 2019. The Grapevine, Tehachapi's and other mountain passes (Yosemite) were covered in snow and closed. A sun filled, oak trees and wild life filled route of 260 miles was to follow.

I like to prepare. So, I had everything I would wear on the ride, electrically charged (cameras, phone, IPod, helmet), laid out and in order for me to wear when I woke up. I was outside, ready to go at 9am as scheduled. Then, the ride gremlins surfaced and they would follow us all through the ride.

Garmin has been my go-to GPS, since I started using a GPS. I have a love hate issue with Garmin. I love my Garmin 665. It gives me GPS, weather, portable satellite radio the ability to make or take phone calls and listen to the radio, via stereo Bluetooth in my Schuberth Helmet. And yet, sometimes it sends me updates for irrelevant programs (traffic in Belgium) or doesn't work unless I do a restart while riding. Update issues were now



affecting my Road Dog Vince Adams' system. It took a while to figure out and then we were off, onward through the fog.

Tule fog is a staple of the Central Valley Winter. In Hanford, we joke it is made here as it is usually worse in Hanford than anywhere else in Kings or the surrounding counties. Vince and I rode as far as Lemoore Naval Air Station, the skies cleared and the sun burst out. I looked up, momentarily spread my arms and basked in the clear sunlit day.

At the intersection of Highway 198 and 33 we rode west until crossing over and continuing to Los Gatos Creek Road. It doesn't take long and you feel you are many miles away from any city. When a Roadrunner crossed ahead of me I laughed to myself as the Saturday morning Roadrunner/Coyote (Wyle E.) cartoon music played in my mind.

We turned south onto Highway 25 and continued onto Peachtree Road at the Highway 198 intersection. We saw iced over puddles, frost in the shadows and streams running over the





pavement. Near San Miguel, we turned off onto Vineyard and rode to Parkfield. Unfortunately, the Café there was closed. We were then going to stop at Cholame to eat, but they were having plumbing issues. So, we blew off lunch headed East on 46 and found a dirt road of several miles which connected with 33. It was all good until I hit a hole and the small top case on the back of the bike (on loan from Vince) broke and went tumbling in the dirt. It was wrecked, but I was able to secure it with a couple of bunjee cords.



It was almost an uneventful ride after that, until literally a mile from my house, I ran out of gas. I need to get my fuel strip adjusted as it said I had 30 miles left. As I recall, the last time I ran out of gas (7 miles from home), it was at an indicated 18 miles, so it isn't improving. Vince brought me gas, saving me (again) from walking away from the bike at an abandoned Drive-in theater. He told me as soon as he got home, he noticed his small tool box between the wheel and pannier had somehow opened (somewhere) and his tire repair kit and air pump were lost. I thought those would only open with a key.

So, it was a pricey, gremlin filled, memorable last ride of the month, year and decade. Time for the Twenties. I hope they roar.

Adrian Pineda

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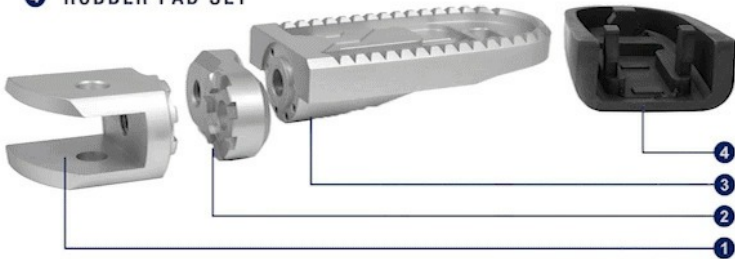
www.weisertechnik.com for details

Wunderlich Ergonomic Vario Pivot System

Wunderlich has been sponsoring the Norcal Newsletter for a number of years now. I am on their mailing list which highlights new items. I have looked at foot rest lowering kits in the past but this new one introduced by Wunderlich introduces a high degree of flexibility that I haven't seen before. The system consists of multiple parts as shown in the illustration below. The foot peg and the attachment point have 8 peg positions. They can be connected together with an adaptor which comes in three lengths, This combination allows the eight different adjustment options within a full 360 degrees. This system is available for both rider and passenger pegs. Cool.

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For 65 consecutive years the Bay Area's Hillsborough Concours d'Elegance has built a proud tradition of honoring and celebrating excellence in automotive design and engineering

2020 Hillsborough will feature both BMW cars and motorcycles and is now inviting owners of vintage BMW motorcycles to show their bikes

On average about there are about 225 vehicles shown each year. It is a charity event with an an entry fee of \$125 if a bike is accepted. This fee includes admission for two with breakfast and lunch included, as well as an entrant goodie bag.

Go to <http://www.hillsboroughconcours.org/> to register



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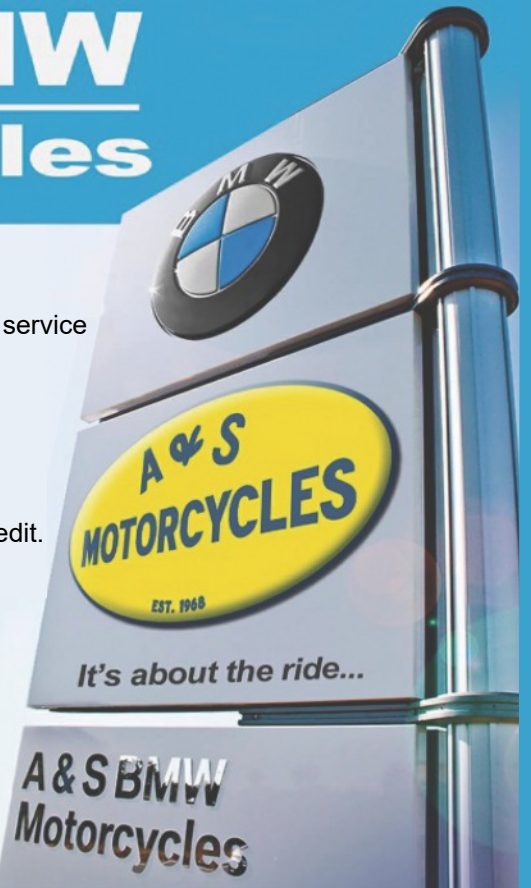
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CalMoto Open House 18th January

CalMoto has been a long time sponsor of NorCal, with many of you buying your bike there. The club decided to return the compliment by organizing a Saturday club breakfast ride to the CalMoto Livermore location where CalMoto operations have now been centralized.

Breakfast was at Denica's Real Food Kitchen in Walnut Creek. About 15 riders showed up including three very welcome members of the BMW Central Cal. BMW Central Cal is internationally recognized as the premier food oriented BMW motorcycle club in the world. This club has an inside track on the best eateries in California. No club ride is possible unless terminating in food Their club motto is unashamedly "Ride to Eat, Eat to Ride" and the prospect of a breakfast followed by free donuts and a free barbecued lunch was too much for these CentCal members to ignore.

After finishing breakfast the group headed out to the CalMoto location, taking the scenic route over Morgan Territory Road. The Central Cal guys figuring they would lose too much eating time following this route, choose the freeway. This also allowed them to be first in the line for the BBQ.

The actual Open House was extremely well organized with useful and interesting seminars running throughout the day. The sight of a 5ft 2 inch, 115lb lady demonstrating how to handle a 600lb R1200GS Adventure made me feel completely inadequate. I may have to stop riding.

Big thanks to CalMoto owners Mike and Anya Meissner for putting on this event.



**Pictures by
Buddy Scauzzo**



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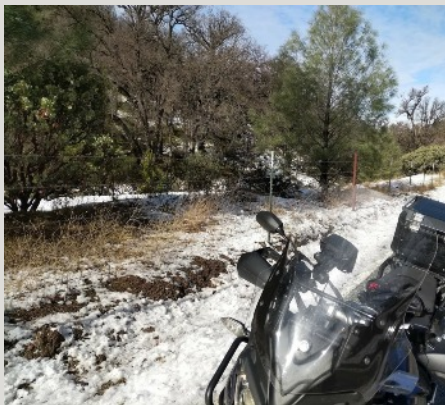
Friday is Hamburgers at the Junction

I tend to go to the Junction pretty much every Friday. I prefer Friday to the weekend as Mines Road is quieter with a much lower probability of running into a sports car group. A storm came through the Bay Area the previous day, and although I could see snow on the top of the mountains I figured it would be all gone by mid-day. As you can see by the pictures this was not the case. The road had actually been plowed, but there was the usual big puddles and rocks on the road. As I approached the summit things got worst with the road as covered with snow and ice in stretches. There is a sign warning of slippery conditions and sure enough the next few corners were ice all across the road. Its really funny, but growing up in England with a motorcycle as my only means of transport and riding through

the winter I am familiar with the technique required when riding on snow and ice and have no fear. On the other hand I never rode on dirt when I was a kid and when faced with dirt track, I have no clue of what to do. Scary. I took it easy and made it though.

Unfortunately the Junction was closed when I arrived and the anticipated hot coffee and burger evaporated and I faced a ride back over the same road. I figured I was the only bike on the road but crossed paths with another Junction Friday regular. Made me feel a bit better. Mentioned road conditions ahead and he carried on. So that makes two of us.

John Ellis



January Second Sunday Breakfast Ride

Kevin Coleman planned the January SSBR, starting out at Sam's Cafe in Half Moon Bay for breakfast and ending at the Half Moon Bay Brewing Company for lunch, just 3 miles down the road. One could easily jump to the conclusion that this was the shortest SSBR ever, but Kevin managed to find a 115 mile detour via Davenport, Hwy 236 and Skyline.

I know that living in California we shouldn't complain about the weather but it was a cold morning, forcing me to dig my heated jacket out of the back of the closet. Given the low temperatures it was truly surprising that over 30 riders showed up. One of the biggest SSBR I have attended. Someone in this club must be doing something right.

As an added bonus Buddy Scauzzo came with his good camera and set out ahead of the main group so we have a bunch of action photos. Big thanks to Buddy.



A 310-POUND BMW RACE BIKE



The bike was built by Scott Kolb of New York state. Scott theory was : "An air cooled BMW engine in a sweet chassis, with the right rider, just might beat up on modern sportbikes at local track days."

He set out to build a 310-pound [140 kg], 82 horsepower track bike starting with engine from his 1976 R90/6 road bike and sold rest of the machine on eBay to help pay for parts.

To hit the weight target the uses carbon wheels from Rotobox (only available for the BMW R nineT) and Öhlins R&T suspension front and back. Other R nineT parts like the rearsets, levers, were used in the build

Here's a quote from the original article

"The engine has all the classic go-fast bits offered in the mid 80s by Chris Hodgson's CC Products outfit (which has now morphed into San Jose BMW). The heads are dual-plugged, with larger

valves and porting and flowing. There's a lightened and balanced flywheel, a performance clutch, and a crank dynamically balanced by Falcon. Displacement has been bumped up to 1000 cc using the well-known Siebenrock big bore kit."

The 4130 chromoly tube chassis is based on the famous 'Team Incomplete Boxer' owned by photographer Gregor Halenda, but includes a motor mount that attaches to the top of the engine block, and eliminates the cradle down tubes.

The BMW hits the 310-pound, 82 horsepower target, and Scott has finished it just in time to ship it to the One Moto Show at the Veterans Memorial Coliseum in Portland, Oregon, which opens on February 7.

Not clear how successful this bike will be on the track since its new owner that commissioned the build is 6 ft 4 inch and 240lbs.



I saw this article on line a couple of weeks ago and thought this might be the most beautiful BMW race bike ever built.

The original article on Bike Exif by Chris Hunter can be found here <https://www.bikeexif.com/bmw-race-bike>

The photographs in this article are by Gregor Halenda and his web site is here <http://gregorhalenda.com/>. Just check out his amazing pictures.



Synthetic Down

Down clothing and sleeping bags are great for motorcycle camping - very warm, low weight and can roll up to nothing. I just discovered there is an alternative material - synthetic down. Thought it might be of interest to other members

I was on a shopping expedition with my wife who needed for a coat suitable for a German winter. Looking through the limited available coats we found some that to all appearances were made with a quality down filling but were on sale for less than \$100. They came with a small bag that the coat could be packed into. I was convinced they were down. We brought one home and investigated further. It turned out the coat was filled with a material with a trade name "EcoPlume", which according to the web site is made from 100% recycled plastic bottles. This sparked my interest in synthetic down.



Down Filling

Down keeps ducks and geese warm. Between the bird's body and thick outer feathers is a layer of fluffy down that traps air molecules in small pockets, creating an effective thermal barrier. The really small pockets of air created by amazing clusters of tiny hairs—up to 2 million filaments for every ounce of down that crisscross every which way. The 3D structure of down clusters create "loft" that traps air. The greater the loft, the warmer the insulation.

"Fill power" is a measurement of that loft. This is accomplished by measuring how many cubic inches an ounce of down displaces when allowed to expand to its fullest. If an ounce of down takes up 500 cubic inches of space, then it has a 500 fill power; 700 cubic inches equals 700 fill power; and so on. Geese and ducks are the major sources of down insulation. Goose down has higher fill power than duck down.

The benefits of down to camping motorcyclists, to high insulation values and can be compressed into a very small form factor when been carried. Down is one of the options for sleeping bags and jackets worn underneath riding jackets or used in the evening at camp sites

Although goose down has the advantages of higher insulation for a particular weight. The big disadvantage of down is that it loses all insulation value when wet, and needs to be aired out when not in use (cant be left in it compact form).

Synthetic Down

In 1983 the U.S. Army Research Laboratory in Natick, MA approached PrimaLoft's former parent company Albany International Corp., a global advanced textile and material processing company, to develop a water resistant synthetic

alternative to goose down for use in military sleeping bags and clothing systems in variable environmental conditions. The U.S. Army was primarily interested in a synthetic insulation that would be comparable to goose down in weight, compressibility, and warmth, but also retain heat while in the presence of moisture. In 1985, the United States patent for "synthetic down" was filed and ultimately approved in May 1986. describes a particular mix of synthetic microfibers and macrofibers that compares favorably to down.

It's made with polyester fibers that are arranged in different sized filaments and intertwined, mimicking down's lofty clusters.



This original non-woven insulation would eventually be renamed as PrimaLoft ONE. PrimaLoft was then established as a business subsidiary of Albany International Corp. in 1988 to commercialize the product.

PrimaLoft has been proven to provide an efficient thermal barrier, be of similar density, and compressible properties to down. It also has improved wetting and drying characteristics. PrimaLoft claims to be able to retain 96% of its insulating capability when wet by maintaining its loft, and is used in clothing and equipment intended to be used in cold, wet conditions, such as jackets, parkas, gloves, sleeping bags and footwear.

The warmth of a jacket is dependant on the type of PrimaLoft insulation. the construction of the jacket, and the thickness of that insulation. A greater thickness of insulation will ensure greater airspace in which the insulation is able to trap body heat.

PrimaLoft was introduced into new insulation product segments as follows:

- 1989: Jackets by L.L.Bean
- 1992: Sleeping bags by Caribou
- 1992: Gloves by Sand & Siman
- 1993: Home furnishings by Lands' End
- 2000: Footwear by L.L. Bean

If you visit the PrimaLoft web site you will see they make different versions of synthetic down aimed at different applications.

I have not read anything to suggest that synthetic down has better insulation properties than natural down per ounce . However, good quality goose down jackets and sleeping bags are very expensive. Many lower cost jackets and bags are filled with mixtures of down and feathers. Its hard to know exactly what's inside or how good the insulation value might be.

Next time when looking for a new jacket or bag I will definitely look carefully at the products that make use of this synthetic down filling.

John Ellis

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- ADVERTISING CHAIR** (925) 784-4856
Manny Rubio
Adchair@bmwnorcal.org
- SECOND SUNDAY BREAKFAST** (650) 213-6253
Mark Rodda
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**Board Member*

Events

Bonus Feb Campout - Big Basin SP SQGroup site1
01 Feb 2020
Breakfast at Black Bear Diner in Colma (4927 Junipero Serra Blvd) at 8AM.

Member Only MotoGuild Tune-up Clinic
15 Feb 2020 10:00 AM - 3:00 PM
Location MotoGuild SF

**February Member Meeting/Campout
Fiddleneck Group Site G01**
22 Feb 2020
7589 Reynolds Ferry Rd, Sonoma, CA 95370

Board of Director Meeting
07 Mar 2020, 10:00am-12:00pm
MotoGuild SF, 849 13Th St. San Francisco

**March Member Meeting/Campout
Death Valley Baby!**
26 – 30 Mar 2020
Death Valley NP

Anniversaries

Jan	Bruce Swanston	15
Feb	Dale Rich	10
Mar	James Paolucci	5
	Alexander Rodas	5
	Steven Kesinger	25

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