

JANUARY 2022

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

Presidents Column

The Club celebrated the holiday season with our annual holiday party at the Oakland Yacht Club, thanks to Ted Crum who hosted the event. The venue was outstanding, with a nice view of the Oakland estuary and plenty of space. We had almost 80 members and guests attend. It was great to see so many of the long-time members along with many first-timers. I had many members tell me what an outstanding group of people we have in the club, and I can't agree more! A big thanks to Mark Rodda for setting up a holiday photo booth. It was a huge success with many great photos taken. You can check out all the photos in our photo gallery at <https://norcalhistorian.smugmug.com/Holiday-Parties/2021-Holiday-Party-1>

Earlier in the month, we held our final campout of the year at Salt Point State Park. While the ride was a bit foggy, the 40 riders were treated to outstanding views of the stars after dinner and a nice campfire. Thankfully for the rest of the year, most of our campsites have plenty of space so we don't need to be too concerned with capacity limitation.

Our January campout had to be moved from Arroyo Seco to the George Hatfield State Recreation Area east of Gustine due to issues at the campground. We will take some of the best roads in the bay area including Redwood Road, Mines Road, and Del Puerto Canyon Road to the campsite. One positive from the

destination change is a stop at Wolford's Meat and Sausage for dinner supplies. I think you will be amazed at the selection of sausage! If you registered for the original event and paid a camping fee we have refunded those fees. Please re-register for the new event if you are planning to attend. We are in the planning stage for a ride down to Baja California before the March Campout in Death Valley. There is a significant interest in the ride based on early signups. If you are planning to participate, be sure to check your passport expiration dates. There are long delays in processing passport applications and renewals. Also, if you are interested in helping plan a route, please drop me an email at president@bmwnorcal.org. We could use a few volunteers to help with the route planning and logistics. Spanish speaking would be a huge help too.

It's been great to see all the rain and snow during December. While I want it to continue throughout the winter to replenish our very depleted water supply and help the forests, let's cross our fingers that the sun is shining the last weekend of every month! I hope you have had a great holiday and wish you a Happy New Year. Aside from my typical resolutions to eat and drink less, I am resolving to ride and camp more this year and hope you do the same.

Stay Safe

Kevin Coleman President

Editors Corner

I wish a happy New Year to all Norcal Newsletter readers, but especially to contributors Ken Castleman for his interesting historical perspective of Salt Point Park (the December camp out site) and Jeff Zane for the holiday party pictures. Also, thanks go to Mike Murphy for injecting a little humor into this staid publication.

For the last couple of years, I have been involved in preparing and loading GPX files on participants GPS units during the RoL. This last year I noticed a large number of people were using phone-based apps. To cater for these riders this year I am proposing to make the GPX files available for download (at an appropriate time to preserve secrecy). I also noticed a high percentage of people were using the relatively new Garmin

Zumo XT and I was aware that it is possible to download GPX file to the XT from a phone. Wayne Black, an attendee at the December camp out, was kind enough to lend me an XT so I could document how this works. It is my hope that owners of XT will test out the capability in readiness for this years RoL.

Overall, I am pretty happy with how this newsletter turned out, since it's filled with stuff that interests me. I realize my interests push me way outside the spectrum of normalcy. My wife tells me this so pretty much every day. The cure for this is really simple. I need more contributions from you - the club members. It does not need to be 2000-word essay. Take a look at Don Allison's old tee shirt solution, or Chris Weld's vintage pictures. New product that interests you, a ride, a new bike - just let me have it.



Norcal in the 1970's

In the 1970's the club imposed a strict dress code on all its members. Everyone had to wear a white helmet and orange jacket. In addition all members BMWs were required to have a black Craig Vetter Windjammer fairsing fitted. Members had to request a special dispensation, before a white Vetter could be installed.

Big thanks to Chris Weld for digging this picture up from his archives.

Loading GPX files on a Garmin Zumo XT using a cell phone

This article is intended for owners of the Garmin Zumo XT. A hidden feature of this GPS device allows the download of GPX files from your phone. One benefit is that you don't need to take the XT off your bike and connect it to a computer to download a GPX file next time you plan on attending a NorCal ride.

Garmin makes two cell phone apps to support the Zumo XT

1. Garmin Drive
2. Garmin Explore

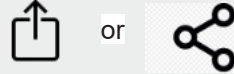
For the download of routes/tracks all you will need to install in your cell phone is Garmin Drive. I would strongly advise you to stay away from Garmin Explore - **DO NOT INSTALL**. It's a really dumb app and it's design intent includes messing with your GPX files. Believe it or not, if you download a route to your XT using Garmin Explore it strips out all the waypoints from the route and places them in a separate location. I have no idea what Garmin was thinking about when it created this. When I loaded the Garmin Drive app onto my iPad the installation program asked if I wanted to install Garmin Explore as well. **JUST DON'T DO IT.**

Garmin Drive allows your phone to connect to your ZUMO XT via Bluetooth. It's very straightforward - just follow instructions. Once set up I found it to be a very reliable connection. As long as Bluetooth in your phone is turned on and the Zumo XT is powered up they easily find each other.

The Garmin Drive app allows your device to receive smart notifications and live information, such as live traffic data and weather information. It will also take a GPX file located on the phone and send it to the Zumo XT.

For this to work you first need to have the GPX file on your phone. If for example you were planning to join a Norcal ride, open a browser on your phone and go to the event page on the BMWnorcal.org web site. Select the GPX route file and it will download to your phone.

Open the Files app on your phone and the GPX file will be in the download section. Select the file and then the share function.



The Garmin Drive app will show up as an option. Select the Garmin Drive app and the app should open. (It maybe that on your phone the Garmin Drive App will open immediately on selecting the GPX file)

A Garmin Drive window will pop up saying "GPX File Received", select "Send" and you are done.

The next time your phone and Zumo XT are turned on, and are in Bluetooth proximity the file will get downloaded to the XT.

On the Zumo XT to see the route go to

Apps -> Trip Planner -> you may see the route already. If not then select wrench symbols in the top left corner -> then select import. All downloaded GPX files should show here. Select the one you want to import to Trip Planner. The Route data is now converted into a form that the GPS unit can perform turn by turn navigation and will show under Trip Planner -> Saved Trips

The same process works for downloaded Tracks except go to Apps -> Tracks and you should see the downloaded track

I would encourage everyone who owns a Zumo XT to follow the above instructions and get familiar with the process. It's easy and it avoids the need to remove the Zumo XT from the bike to install a NorCal GPX route. It will also save yours, Ted Crum's and my time at the next Range Of Light.

John Ellis

Acknowledgment : This article was possible only because Wayne Black of BlackBox Embedded was kind enough to lend me a Garmin Zumo XT to play around with.



Chris Weld writes - "Quite by chance we pulled-off the Skaggs Spring -Stewart's Point Highway to find this 'pioneer cemetery' "

What to do with old Tee Shirts that are Nearing Retirement



Don Allison's solution is to make a frame, stretch the picture on the front of the tee shirt over a backing, and mount the whole thing on the wall of his garage. Don says "makes me smile, and I'm enjoying it almost as much as when it was a t-shirt."

WunderLINQ - BMW Wonder Wheel to Phone Control

I met Wayne Black for the first time at the Salt Point Campout in early December. He was invited by Kevin Coleman who is an enthusiastic user of the WunderLINQ device that Wayne with his partner Keith Conger created. I had never heard of this before and was intrigued so I did a little digging.

In the past I have written articles for this newsletter describing how GPS and GPX files work. I have focused primarily on Garmin and TomTom dedicated GPS devices. While loading GPX files on mostly Garmins at this year's RoL, I had requests from many people who rely on phone-based apps for navigation.

What Wayne and Keith have come up with is a way of controlling phone apps using the Wonder Wheel that BMW introduced on some models in 2013. For those readers that don't own a bike with a Wonder Wheel, the wheel that sits on the left hand bar is able to operate like a computer mouse. Left-right-up-down all controlled by your thumb, without taking a hand off the handlebar.

The initial application for the Wonder Wheel was to control the BMW Navigator 5 GPS unit. When BMW introduced TFT screens in 2017 the Wonder Wheel could also control what was displayed here.

The reason Kevin Coleman started using the WunderLINQ was that he suffered multiple failures of the Navigator 5/6 and was looking for an alternative that actually worked.

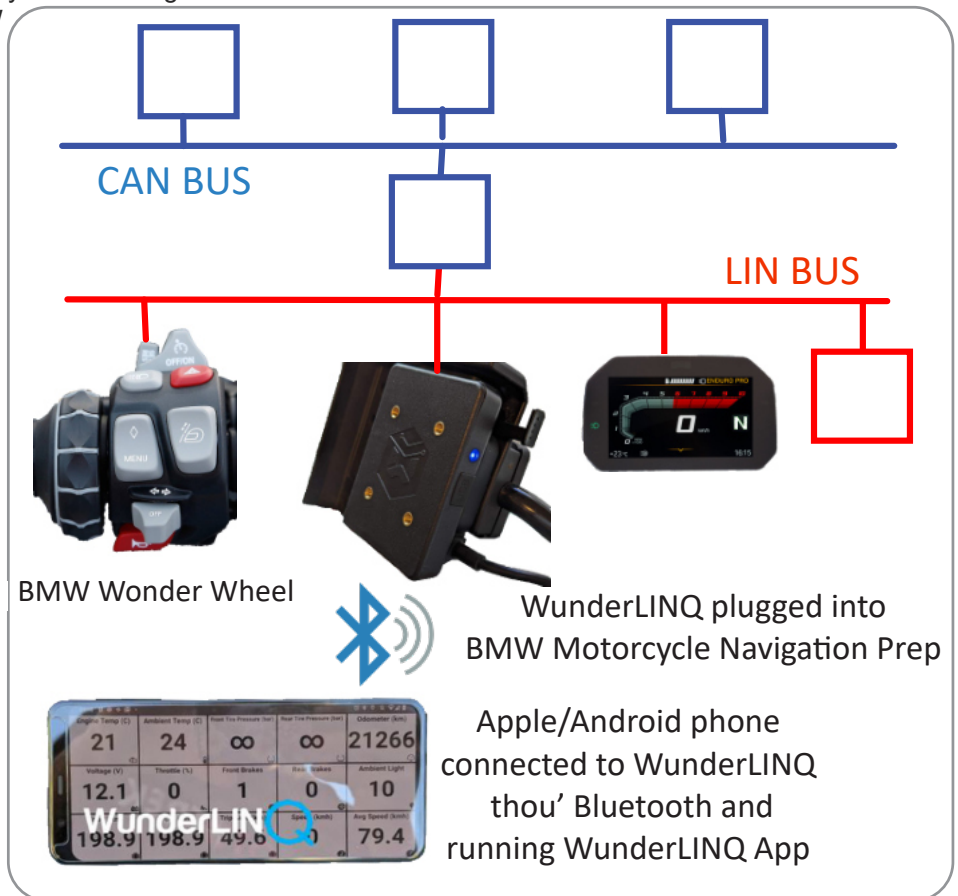
The WunderLINQ solution consists of two parts

- A piece of hardware that plugs into the BMW Motorcycle Navigation Prep. The pins on the back of the unit draw power and interface LIN Bus on the bike, and provides a Bluetooth wireless interface to connect with a phone.
- WunderLINQ app that runs on either IOS or Android phone or tablets. This app is able to interrogate subsystems within the bike as well as providing an interface to 3rd party music and navigation apps. All of this is accessible using the Wonder Wheel.

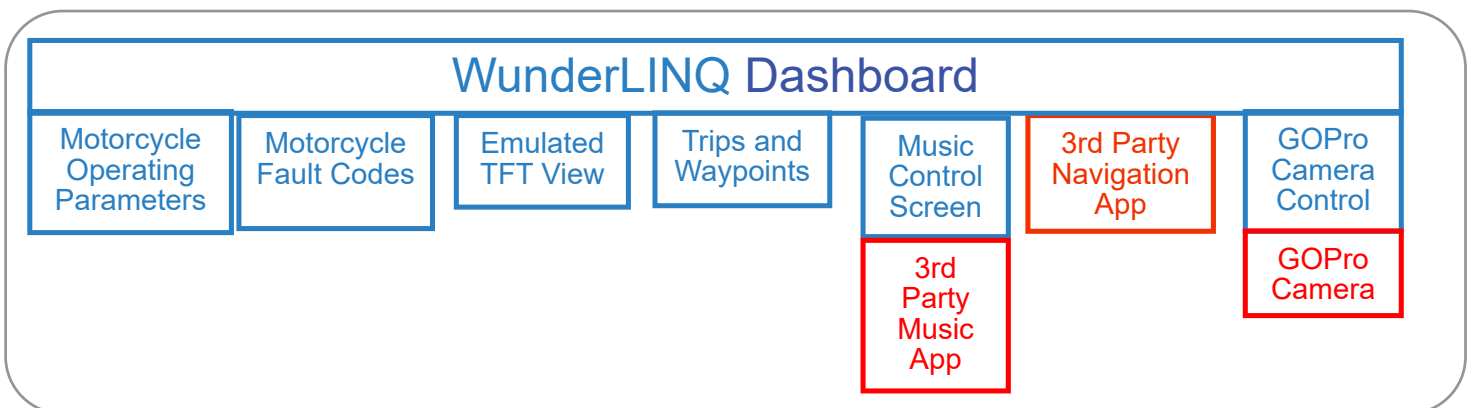
I have drawn a couple of diagrams to illustrate the hardware and software components of the product.

I expect most people have heard of the CAN Bus which was introduced on BMW motorcycles in 2004, The CAN Bus is a high speed bus that allows distributed microcontrollers to

communicate over twisted pair. For example, the devices involved in traction control and ABS would communicate over the CAN bus. The LIN Bus which is also a standard that was introduced on BMW bikes in 2013. It is much lower speed than the CAN Bus and is intended as a low cost method of allowing peripherals and switches to communicate. When used in an automobile there may be multiple LIN Buses used for things like for windows, wipers, and air conditioning. LIN Bus accesses the CAN Bus through a Gateway, which means a peripheral such as the WunderLINQ can access a mass of data available within the bike's control systems.



The WunderLINQ hardware is designed to provide a mounting point for a phone. A number of different mounting options are possible. ([Check out https://blackboxembedded.com](https://blackboxembedded.com) for details). The hardware also has a USB port to provide power to the phone and the actual data connection to the phone is through Bluetooth.



The WunderLINQ phone app effectively provides a dashboard to support multiple underlying functions. Of course, this app and all its functions are accessed under Wonder Wheel control.

The key functions provided by the app are as follows

- Motorcycle operating parameters, such as temperature, tire pressure, lean angle speed
- Motorcycle fault codes. Displays currently active fault codes if you purchased the On-Board Computer Pro Option
- Emulated TFT dashboard view. May be interesting for those who have pre-2017 without TFT
- Trips and Waypoints. Relies on the phone's gps positioning to create tracks or waypoints that you have taken or visited. Supports GPX export
- Music Application Control. This interface allows Next Song/Previous Song/Play/Pause control of music applications such as Google Play Music, Spotify, Pandora and Sirius XM.
- Access to 3rd Party navigation Apps. Currently the following Navigation apps support WunderLINQ control- Kurviger, MAP LOCUS, MAPS.ME, OsmAnd, Rabbit Rally, Scenic Motorcycle Navigation
- Control of GoPro camera

A highly customizable "Quick Tasks" screen allows instantaneous access to the above functionality and specific tasks such as Go Home.

There is lots of functionality in WunderLINQ that is not possible to cover in this high level summary. I suggest you visit <https://blackboxembedded.com> and check out their support/documentation page if you need to know more.

I personally use Google Maps all the time when driving anywhere, but must admit in the past I have been somewhat negative about phone-based navigation systems for motorcycles based on what happens when the signal disappears. Looking at a couple of the navigation apps mentioned above it seems that area maps can be downloaded to the phone ahead of time which allows the app to continue to operate in turn-by-turn navigation mode when the cellular signal is lost - just like a dedicated GPS.

A good subject for future articles may be a detailed review of the capabilities of these navigation apps. Any takers?

Wayne Black tells me he is coming to the next Campout In January and will give a full WunderLINQ demonstration so plan on attending if you are interested.

John Ellis

The Original BSA Gold Star DBD34



When I was a lad the bike to have was a BSA Gold Star DBD34. A road-legal racing motorcycle with an uncompromising riding position, very high gearing, and 110 MPH top speed. Its track success and looks made it the most coveted 'café racer' of the 1950s and '60s, even though its very tall race gearing meant slipping the clutch up to 25 MPH. A Bonneville was nominally faster, but everyone knew if you wanted to go the distance on a fast machine, the big thumper BSA was smoother, handled just as well at top speed, and didn't shake itself to pieces when ridden hard - as proved on the Isle of Man.

2022 BSA Gold Star

Classic Legends, a subsidiary of the Indian automaker Mahindra & Mahindra has introduced an all-new BSA Gold Star with the same look as the original. So why is this showing up in a BMW Newsletter? Well apart from the fact that it brings back memories of the editor's youth, the 652 cc, single-cylinder, four-valve, dual overhead cam, liquid-cooled engine with twin spark plugs, with an output of 45 bhp at 6,000 rpm was designed by ROTEX. It is based on the same water-cooled ROTEX engine that found its way into BMW's F650 series, which in various forms was in production from 1993 to 2013. It has been upgraded to meet current emission requirements with added faux air-cooled fins on the cylinder for appearance. It's a pity about the lines of the exhaust pipe, but to match the original would have pushed the foot rests too far back for old farts like me to ride.



Head in the Clouds - Dec 2021 Camp Out at Salt Point State Park

The ride started at the Bayside Cafe in Sausalito. The plan was to ride to Mount Tamalpais peak and then on Ridgecrest Blvd to Bolinas - Fairfax Rd and down to join Hwy 1. Pretty straightforward one would think, unless you happen to own a TomTom GPS. For some reason TomTom maps seems to think that it's impossible to get from Ridgecrest to Fairfax. I spent an hour or so on my computer, and finally got it to work by importing the route as a track and pretending I was riding a bicycle. I loaded this onto my GPS but when I arrived at the start point and selected the track it refused to even try and just told me it was impossible. You just have to love technology. You think you are in control but you are not.

I didn't have the route in my GPS so I had to follow others. Since over 30 riders showed up at the start, we broke into groups. From experience I know that most people join the first group to leave and sure enough that's what happened. Kevin led the last group with only 5 riders leaving minutes later. Magically we arrived first at the first stop at the top of Mount Tamalpais.

As we left Mill Valley we rode into fog but by the time we reached the summit we were in bright sunshine looking down on the clouds below. Little did we know that this was the last time we would see blue sky for the rest of the day. As we came down we were in fog until we reached Hwy 1, and the temperature was dropping all the way down to the low 50's. If I had been on my own or had a functioning GPS I would have stopped and put on extra clothing but with Kevin setting a respectable pace I froze under the cloudy skies until our lunch stop at the Russian River Brewing in Windsor.

From Windsor we headed over to Guerneville to pick up supplies

and then followed the Russian River until it joined up to Hwy 1 heading North. I don't remember the last time I had ridden this section of Hwy 1, but it is a great road. What made it better was that cars were willing to pull over and let us through. Very challenging with lots of blind corners. We arrived at the campsite at about 3pm and the sky began to clear.

All fire restrictions were off so a massive amount of firewood was purchased. Some very happy club members crowded round the fire until after 11.30pm. At this point the booze ran out but two bundles of firewood remained.

Waking up in the morning the sky above was clear but absolutely everything was soaking wet. After a quick coffee, Fred Montano and I set off at about 8.30am. The only road out is back down Hwy 1. I figured we were heading south but surprisingly we kept being confronted by the rising sun. For me this is worrisome as on a previous campout setting out early in the morning I was blinded by the sun and ended up in a ditch. After a couple of miles we no longer have to worry about the sun because of the dense fog. If there is one road you don't want to be riding on in fog this is it. About 17 miles of the most miserable riding conditions that I can remember. I was in front because I think my eyes are marginally better than Fred's, but even with the visor lifted it was tough, and I was exhausted with the level of concentration necessary. I was so pleased when we were able to turn off Hwy 1, and head inland towards Guerneville and out of the fog.

John Ellis





History of Salt Point Park by Ken Castleman

The December 4th camp out at Salt Point saw smaller numbers of attendees due to limits set by the park, and a shortened meeting, perhaps due to falling light and temperatures. Some of you may have missed a history segment, and some of you may not have since it was a bit too cold to stand around much longer. In any case, due to my affinity for Salt Point I decided to collect a few thoughts and pass them on.

My first visit to the area was in 1968, the same year the state bought the land. My good friend Howard, always a trendsetter and knowing fellow, had heard of the sale and gathered a few other high school friends to visit and poach a campsite on the undeveloped land. After a few trips, we started getting kicked out by rangers and I didn't visit again until the park had roads, bathrooms, camping fees and regulations.

The transition to modern state-sponsored civilization didn't take long, at least relative to prior developments. The Kashya Pomo tribe of Native Americans (also spelled Kashia) inhabited the area for over five thousand years. They moved seasonally from the coast to areas inland, living on the abundant seafood, deer, and foraged food. The state has recognized over 40 archeological sites in Salt Point. The Kashya are now located on land just east of Stewart's Point and number about 80 members. They recently bought another nearly 500 acres of land using \$0 down loan given by banks with an eye towards future gambling casinos.

The native practice of harvesting salt at the coast gives the area its name. The particular nature of the sandstone mixed with highly saline water results in tafoni (Italian for cavern). These tafoni, the honeycombed depressions and intricate rock structures found here tend to collect salt, which the natives scraped out with abalone shell. Tafoni does occur in other places in the world and while consensus is that it is formed through a combination of mechanical and chemical erosion, the exact cause is unclear.

The first Europeans in the vicinity were the fur-trapping Russians from 1812 to 1841. Their settlement was purchased by none other than John Sutter. Controversy ensued as it was unclear if he bought the land or just the buildings, livestock and implements. This argument was subsumed by the Mexican land grant in 1846 over the whole area which established the German

Rancho, and the so-called historical period began here as it had in much of California. This period saw the old-growth natural environment of Salt Point and the surrounding area changed significantly as the resources of the area were exploited as fast as possible by a succession of entrepreneurs. You might recognize names like Hendy, Duncan, or Miller.

For about 70 years the landscape yielded timber for railroad ties and lumber to build San Francisco, limestone for San Francisco and especially Mare Island, and cordwood and tanbark for tanneries. Until the coast highway was completed in 1920 the challenge was to transport these resources out on ships. At least nine known shipwrecks around Salt Point testify to the difficulty of loading cargo on this rocky coast. The method used involved what are called doghole ports. A doghole is very small, just large enough to turn around, and implies a very unpleasant place -- a vile place as defined in the dictionary. Ships would put in at small coves, secured by lines from the shore and fixed anchors in the water, then either cables or wooden chutes were used to transfer the goods. Underwater surveys reveal offshore anchors and several blocks of sandstone that didn't make it aboard.



The tafoni rock formations



Anchoring hardware for the doghole ports

These operations required a limited number of settlements and included a store, hotel, and residences, along with, of course, the sawmills and quarries. Complete plans for a town were surveyed and mapped but never realized. Workers and settlers hailed from all parts of the world, which was typical of the non-native population since the Gold Rush.

From around 1920 until sold to the state in 1968, the land was leased for grazing and recreation. The park was established with 769 acres, 6 miles of coastline, 20 miles of trails, and 110 campsites. Gerstle Marine Reserve was established and is

one of the first undersea parks where fish and abalone can be left alone. Elsewhere fishing and mushroom hunting are allowed, although the mushroom rush is predicted to be banned soon.

The majority of campsites (79) are on the east side of Highway 1. These sites are closed in the winter and this may be a reason the club was limited in attendance to 40 campers. Perhaps we can book another time when that side of the park is open so that any and all of us can enjoy the beauties of this special area.

Ken Castleman

Pictures from the 2021 Christmas Party



Bent Rod Award and The Winner is....

At the Christmas party the Club inaugurated the Bent Rod Award and Perpetual Trophy "for Outstanding Acts of Questionable Judgment". Out of six nominations, the Board chose John Notch for his efforts at the 2021 Range of Light.



Specifically, to help him find his giant duffel bag among the pile of bags unloaded from the Sag Wagon each day, John tied a pair of red underpants (Hanes XXL) to the bag handle - you know, the part that the baggage handlers are expected to grab hold of. In addition to the Perpetual Trophy, John received an official Club certificate and a pink man-thong. He is expected to carry the Bent Rod

Perpetual Trophy to all Club events until next year's Christmas party.

Two other Club members were called out for special mention and consolation prizes: Chris Weld, for surviving a head on collision with a pickup truck that sent him to hospital twice; and Bert Lankins, for surviving a head on collision with a bottle of whiskey that left him face down in a bowl of Doritos.



Technical Tip - Check the oil level but don't forget the water

Pretty much all new BMW's rely on water/liquid cooling. Lack of water or oil can lead to serious consequences. Most riders check the oil level but never the level of the water in the cooling system.

I fell into the latter category, and only until I noticed the cooling fan to be running more often than in the past, did I take the time to check and find the level in the expansion tank was below minimum.

First thing I did was to check all the hose clamps. The manual says they should be tightened to 2Nm and found all of them to be loose. 2Nm doesn't sound much but it's much higher than I would have tightened doing it by feel. A number of the joints showed evidence of leaking.

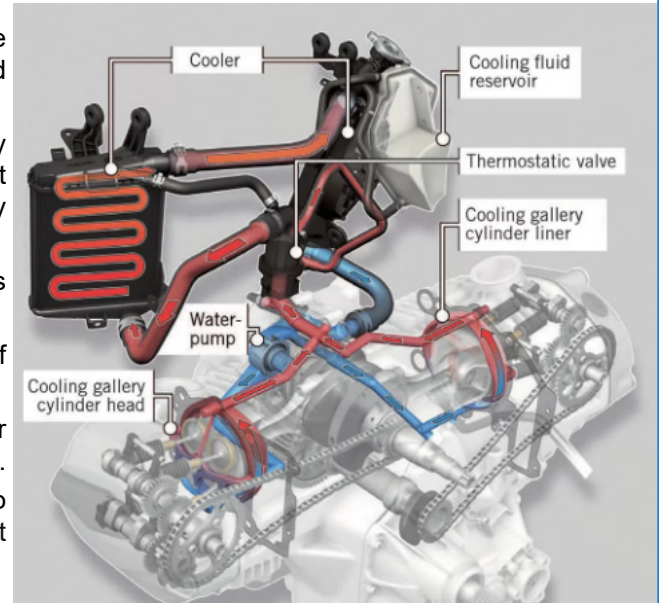
My bike is 4 years old now and the hoses do deteriorate with age. On cars they tend to last for 10 years but probably less on bikes.

The message here is to keep an eye on water level and the condition of hoses. Regularly check the hose clamps.

If you are running low on oil you will get a warning light, but with low water levels you probably won't get a warning until something really bad happens.

If you don't have a 1/4 inch torque wrench, I strongly recommend the "Venzo Bicycle Bike 1/4 Inch Driver - Torque Wrench Allen Key Tools Socket Set Kit 2-24Nm" available on Amazon.

John Ellis



Louise Stomps Retrospective opens in Berlin Gallery



Louise Stomps started as a sculptor in 1928 Berlin. However, her work was rejected by the Nazis and she was forced to live abroad from 1933 to 1945. In 1945 she returned to Berlin and continued her work winning in 1951 the Art Prize of the City of Berlin. In 1960 she moved in the Kumpfmühle near Rechtmehring, Bayern where she able to ride her motorcycles to her heart's content enjoying many trips to Italy. She is pictured here (in her 80's) on her BMW R67/3



(The R67/3 was only supplied as a sidecar combination from the factory between 1955 and 1956 and only 700 were made). Louise also owned and rode a Yamaha sidecar outfit well into her 80's. Unfortunately, she was killed while riding her motorcycle. She was 87 years old in 1988.

A new exhibit by Berlin's Verborgene Museum wants to display Louise Stomps works to a wider public in what will be the artist's first retrospective. Over 90 pieces of her progressively abstract, sculptural work will be on display.



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November 22, 2021

Kevin Coleman
President, BMW Club of Northern California
PO Box 2472
Santa Clara, CA 95055

Dear Kevin:

I am writing to express a sincere thank you to the BMW Club of Northern California (NOCAL) for your club's significant donation of \$3000 to the BMW MOA Foundation Safe Miles Endowment account. Greg Hutchinson was instrumental in this process and moved the idea of challenge club donations along. The Foundation is very excited that not only will the Foundation match Club donations, but the MOA will also now match donations dollar for dollar. Your \$3000 initial donation now represents \$9000 in the Foundations Safe Mile Endowment. We will be rolling out a campaign to the MOA Charter Cubs advancing this important initiative.

Please extend on behalf of the BMW MOA Foundation Board of Directors to all your NOCAL members a sincere thank you for your ongoing support of "advancing rider safety, education and training".

Warm Regards,

Thomas Gary
President
BMW MOA Foundation

CC: Foundation Board of Directors
CC: Ted Moyer, Executive Director BMW MOA

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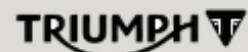
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*Board Member

EVENTS

08 Jan 2022, 10:00 AM 12:00 PM. Board of Director Meetings at MotoGuild SF

29- 30 Jan 2022 january Campout George Hatfield State Recreation Area east of Gustine. Spaces limited MUST PRE-REGISTER

19 - 24 Mar 2022 Annual Cross Border Ride - Baja 2022!

Anniversaries

January	Paul Bacon	5
	Tim Cannard	5
	Mini McMahon	10
	O'Shea O'Mary	5
	Adrian Pineda	5
February	Albert Rutten	5
	James Seay	5
	Ken Ward	5
	John Wendler	5
	Brian Estes	5
March	Ralf Konietzko	5
	Gene Cox	20
	John Howard	5
	Bert Lankins	5
	Randall Logan	15
	Lew Martelyi	15
	Steve Wilson	50

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