

AUGUST 2022

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

Our first campout of the new club year was outstanding. Thanks to Bert Lankins, our safety directory for tracking down and reserving Soppiago Springs campground near Pioneer off of Highway 88. The Club ride was an outstanding 3 Pass ride headed over Sonora, Monitor and Ebbets pass before arriving at a great campground with a grassy meadow for camping plus hot showers, a pool and huge bon fire ring with plenty to burn. The weather was perfect for camping. All in all a great way to kick off our summer of camping and riding!

Two things I would like to request of our members and guests.

Please Clean up the campsite. A huge thanks to Mini McMahon for bring coolers of beer and water for the club and well as muffins for the morning. However, having to clean up the campsite with all the cans and bottles was not so fun. Please remember to leave your campsite better than you found it. If you see some garbage pick it up. When you get up in the morning spend a few minutes picking up the trash you see. If we don't get this right, I plan to collect a \$5 deposit for each beverage taken from the cooler which you get back when you return the empty! Thanks to Ted Crum for packing all our trash out in the morning.

Respect the Rules. We had people start a small campfire fire in the meadow outside the fire ring despite being told not to. The owner of the property was not happy about that, and

these actions can impact our stellar reputation.

We are mostly done with our member renewal process and had a great response with over 350 members in the club now! This is up from 260 members 5 years ago. There are lots of new folks in the club so be sure reach out and welcome the newer members.

We have a busy month ahead of us with the finalization of the ROL in full swing plus our August campout at Pioneer Group site near Pinecrest. If you haven't signed up for the ROL and plan to attend, we will be closing T-shirt preorders Aug 8th and Early Bird pricing registration soon after so be sure and register. I sent out an ask for volunteers to help with the sag wagon at the ROL and got a great response. Thanks so much to everyone who stepped up. It's greatly appreciated.

Thanks to Jeff Zane for volunteering for our Board Nominating Committee to help identify and develop future Board candidates. Please let me know if you are interested in helping out the club and serving on our nominating committee.

Lastly, I have a \$50 gift certificate to Adventure Designs to give away. Entering the drawing is easy. Send me an email with the subject line Newsletter Drawing by August 15th. I'll draw a name from all the email responses received.

Stay Safe

Kevin Coleman President

EDITORS CORNER

Filling this newsletter this month was more challenging than usual, with my name occurring more times than I would like. Please note everyone!

However, all was not lost when Tom Short and Claire Palmgren provided me with photos and a write up of Jane Taylor's author reading held at Mike Ferguson's home. I heard from several people how much they had enjoyed the event and the reading of Ms Taylor book, Spirit Traffic. Massive thanks to Mike for hosting this unusual event.

Just when I was starting to get desperate for content Delf Hedde came through with an article dealing with tire punctures while on the road. Looking back at the last couple of NorCal newsletters it seems that punctures have featured heavily in the recent travel stories so, the timing is perfect. Unfortunately for Delf the puncture that triggered the writing of the article was truly irreparable.

I put a few words together plus some photos to memorialize the Soppiago Springs camp out. I thank attendees for participating in a group photo - in my view the best yet. Thanks also goes to Manny Rubio for sending a couple of pictures which are included.

I have previously written several articles on GPX files, and GPS navigation devices. More and more people are now using phone-based app to replace the dedicated GPS devices. I use Google Maps all the time when driving somewhere in my car

or even when exploring an unfamiliar place on foot. However, the way motorcyclists use GPS navigation is quite different from simply determining the best route between point A and B. To date I have not heard anyone expressing unqualified approval of a phone-based navigation app. Now BMW is getting in on the act with its Motorrad Connected app. I have not used it personally, but everything I read leads me to question whether BMW have succeeded yet. I would be very interested to see, and publish, anything from someone who has hands on experience with either the Motorrad. or any other phone app. I suspect this will be an evolving story. This month I wrote up what I could find out about BMW Connctedride Cradle.

In the past I have highlighted products I really like and recommend. This month my focus is Airflow seat covers. The 3D printed material that this cover uses really works. I bought, and use, the Amazon product and have just ordered (and paid for) an Airflow custom cover.

IMPORTANT MESSAGE: Over the next two months I will have no time to create content for this newsletter. I really need you to step up and send me stuff. Because of personal commitments, I need to have the September issue completed well before the end of August. Please send things early. For the October newsletter I will need your RoL stories and pictures (plus anything else you can think of). Please help out.

John Ellis

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THE 2022 RANGE OF LIGHT GYPSY TOUR

RANGE OF LIGHT GYPSY TOUR



**STARTS 2 Sept 3:00pm - at Silver Dollar Fairgrounds,
2357 Fair St, Chico CA 95928 - ENDS 5 Sept 10:00am**

The BMW NorCal Range of Light Gypsy Tour is a rally like no other. This is a riding rally, a two-day event for riders. Participants will be treated to exceptional road and optional GS routes, showcasing some of the best riding and scenery in the West. Expect to ride around 300 miles each day so make sure your tires are in good shape. The destination each day will not be known until the day before. This is a closely guarded secret - all we can tell you is the starting point.

Riders can look forward to:

- Two days of some of the best riding in the State, destinations unknown.
- 3 nights grassy camping.
- Hot showers and catered dinners Saturday and Sunday Nights.
- Cold drinks - included with registration.
- Poker Run with cash prizes!
- Fun door prizes and sponsor swag.
- Sag wagon to haul your gear (soft luggage only).
- Rescue wagon in case there's a problem.
- Printed route booklet, shared REVER route files and downloadable GPX files
- Rally Shirts, pins, and stickers.
- Great Camaraderie.

And as with all BMW NorCal events, riders of all brands of motorcycles are welcome to ride in the ROL, as long as the bikes are street legal, in sound working order, registered and insured. Any BMW riders attending this event are eligible for immediate NorCal membership

For more information or to register for the Range of Light go to <https://bmwnorcal.org/>

A RIDING RALLY

**LABOR DAY WEEKEND SINCE 1991
BRING FRESH TIRES**

AIRFLOW SEAT COVERS

In this newsletter I have twice previously identified a cooling seat cover from Amazon that actually works. It is made of a 3D printing fabric which does not fully compress when sat on and allows air to flow between your bum and the seat. This makes a huge difference in hot weather. I have spoken to multiple people at Norcal rallies and events about the benefits of this cover but to date I have not seen anyone else using one.

The Amazon product is around \$20 and is a universal fit. Maybe it looks a bit ugly, but the benefits are really tangible. The Amazon link is here:

[Cekell Summer Quick-drying Motorcycle Cool Seat Cushion](#)

I found this product in the first place after reading articles describing the custom seat covers in a UK motorcycling magazine. Unfortunately at that time the manufacturer did not have distribution in the US, and when mailing costs were included the covers became a very expensive proposition.

This month I noticed this article:

<https://expeditionportal.com/air-flow-seat-covers/> which describes very well the construction and benefits



of these 3D printed fabric seat covers. What's really interesting is that these seat covers are now available to order in the US and are currently priced at \$79.95 including postage. Any one interested in either the Airflow or Amazon product should check out this article.

The really nice thing is that the Airflow covers are custom made to fit pretty much every make and model of bike. Custom covers are available for BMWs dating back to the 1970's as well as for other manufactures bikes including those with names starting with "Y" or "H" or "K".

Please trust me - these things really do work and will make a huge difference to your summer riding comfort. I will be really disappointed if I see no Norcal takers after this.

John Ellis

<https://airflowseatcovers.com/>

MASSIVE BMW SERVICE CAMPAIGN IMPACTS 440,000 MOTORCYCLES WORLDWIDE

I saw this notice of a service campaign on the web and thought it would be of interest to many club members. I am aware of instances where contemporary GSs needed to replace universal joints. Apparently this was as a result of moisture build up in the swing arm causing the rusting of the universal joint and shaft drive spline.

The service campaign consists of two parts

1. The dealer uses a sensor attached in place of the rear wheel to determine if there is a failed part in the drive that

requires replacement

2. The adding of two one-way valves in the drive casing to prevent build up of moisture

Below is a straight Google translation from the German MOTORAD website. It refers to a "Cardan shaft drive". For the uninitiated (like me) a cardan shaft or cardan drive is a propeller shaft with universal joints at each end. A cardan shaft is the drive shaft between the gearbox and the back axle.

As of now this is NOT mandatory recall. Check in with your dealer.

BMW SERVICE CAMPAIGN - Over 400,000 BMW GS

The cardan is to be checked and a vent valve retrofitted on a total of 440,000 motorcycles worldwide, especially on the R 1250 GS and R 1200 GS from 2013.

"In order to improve long-term quality", according to BMW Motorrad's official formulation, the authorized workshops are currently being prepared for a very extensive service campaign: the cardan shafts of a total of 440,000 motorcycles worldwide are to be checked over the course of the next few months, ideally as part of the scheduled inspections will. 72,000 of them in Germany alone. The campaign primarily affects BMW's most important model: the Boxer GS. Specifically, the R 1250 GS and the R 1200 GS from year of manufacture 2013, both type K50, as well as the respective adventure variants, type K51. In addition, there is the official version RT, type K52.

Universal joint, articulation angle, corrosion

Background according to BMW, from a message to the dealers: "Service campaign during the next visit to the workshop - retrofit drainage in the swingarm and check the cardan shaft. Damage occasionally occurs to the cardan shaft, which impairs the function of the drive. In individual cases, propulsion can be lost. Several factors contribute to the occurrence of damage. Corrosion effects, among others, play a role if they occur at functionally relevant points. Signs of wear caused by running time or particular climatic and dynamic loads can also lead to component damage. These effects can be caused by the geometric chassis design (kink angle of the universal joints in the swing arm) be reinforced."



Apparently, a conspicuous accumulation of cardan defects was found in the Boxer GS from year of manufacture 2013 (with water-cooled engine) and in the R 1200 RT and R 1250 RT in the official version. With the GS, the cardan is subject to greater stress due to the concept, because of the longer spring deflection and the associated articulation angle between the cardan tunnel and the rear axle drive. This is where the cardan's rear universal joint is located. In addition, depending on the user, there is more or less tough enduro use. In any case, the authorities' RT are subjected to above-average strain, for example when driving over high curbs.

So that the cardan does not have to be opened on all 440,000 motorcycles concerned, every authorized workshop is to be given a special test device. Instead of the rear wheel, a measuring disk is mounted, and then the cardan is dragged

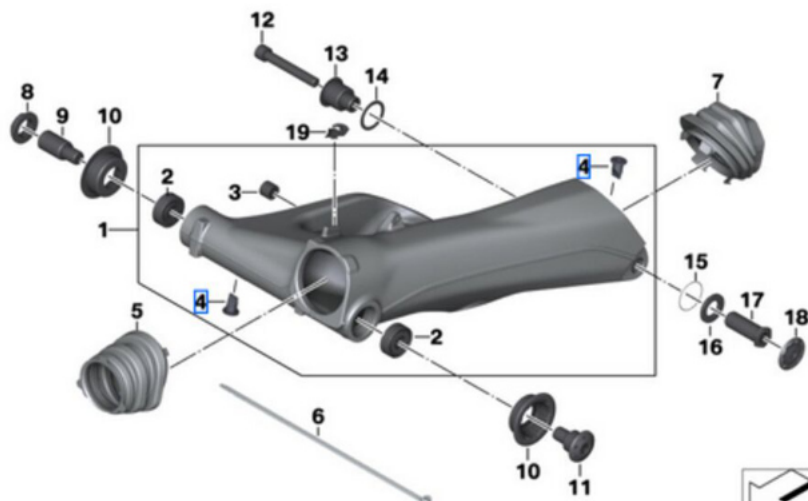
over the rear axle while idling, that is, rotated. This stress test runs over various load changes and speeds, with sensors monitoring the forces and vibrations. If everything stays within the predefined normal range, the checked gimbal is considered "okay". If there are any abnormalities, a closer look is taken. In particular, the universal joint with its four roller bearings, but also the gearing to the rear axle drive is checked for rust and damage. Should parts then have to be replaced,

Vent hole with beak valve

In principle, a vent on the cardan tunnel is retrofitted during this service campaign. For this purpose, a small hole is drilled on the underside in the rear area, near the universal joint, using a prepared template. In order to avoid the formation of potentially harmful metal chips, the drill should be lubricated beforehand. A rubber beak valve is then inserted into this hole using a kind of piercing tool. This special valve is intended to seal the hole to the outside, but allow air and, above all, moisture to escape from the cardan tunnel. This ventilation is supported by the pumping movements during compression and rebound. If water runs out immediately after drilling, this is also a reason to inspect the cardan more closely.

A total of 45 minutes is planned for the cardan check including retrofitting the ventilation. Of course, this campaign is free of charge - at least for the customers, BMW will incur some costs.

Since October 2021, the Paralever single-sided swingarms of the BMW R 1250 GS and R 1250 GS Adventure have been equipped with ventilation ex works. As a precaution, since November 2021 the swingarms of all other models with paralever and cardan as well. A second duckbill valve is also used in the front area of the swingarm bearing, so that the cardan can exhale condensation even better. In the case of water ingress through leaks and/or mishandling of high-pressure cleaners, the chances of drying are at least more favorable and therefore less favorable for the formation of rust.



Items 4 are the new valves that the dealer will install

AUTHOR READING AT MIKE FERGUSON'S VINEYARD

The July 23rd author's reading at NorCal member Mike Ferguson's home made for a bit of a changeup in the type of events the club usually offers. For this one, 18 members and guests were treated to an afternoon listening to C. Jane Taylor share passages from her recently released book, *Spirit Traffic*, followed by an enjoyable Q&A that gave her a chance to riff on some of the excerpts from the book as well as her thoughts about what riding means to her, raising kids, and adventure travel in general. After a brief break, everyone arranged their chairs into a circle, and Jane and her husband, John, turned the tables and encouraged attendees to share their own stories that represented what adventure means to them. Each story was very personal and compelling!

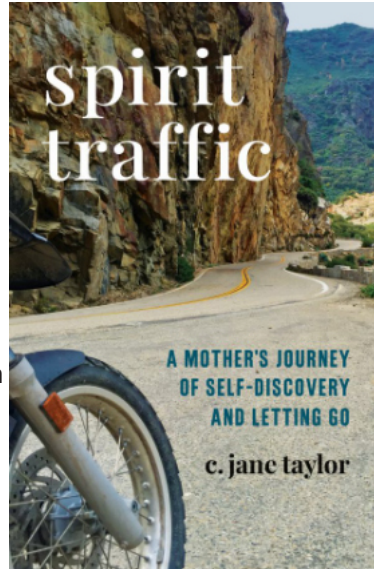
For Jane and John, they came to understand that riding offers a wonderful chance for self-discovery. Confronted with becoming empty nesters with their son's graduation from college and having never ridden a motorcycle before, the three of them decided to get bikes, take a course, and embark on a 10,000-mile journey across the United States from their home in Vermont to the West Coast and back.

In the book, Jane shares her muses and perspectives on dealing with adversity in all its forms, from weather to mechanical failures to navigation to threatening motorcycle gangs, as well as child-rearing, cooking, welding, life purpose and more.

After the reading, Q&A and attendee's adventure stories, there was a quiz with a bottle of wine awarded to the first one to correctly answer each of the questions. By then, several people had already left so almost everyone remaining ended up winning a bottle of wine provided by our gracious host, Mike Ferguson.

By then it was getting to be time for dinner, and with Occidental less than five minutes away, ten of us headed to the Union Hotel in town where we had a great meal outside on the patio and continued the lively conversation.

Only three of us decided to camp overnight on Mike's beautiful property under the redwoods. Just seven miles from the coast as the crow flies, we enjoyed comfortable temperatures all day, and a nice cool evening after the sun went down coupled with blissful tranquility - perfect camping conditions.



The next day, Jane and John said their goodbyes, mounted their same BMW motorcycles that had carried them on their original transformative journey, and continued onward to breakfast at the bakery and beyond to the next destination on their book tour.

Meanwhile, Claire Palmgren and I hung out with Mike and he showed us the rest of his 40-acre property, which includes a stable, lighted riding arena, and vineyards of pinot noir grapes. We also met his mule, Sunny, and his dog, Peaky.

The ride home on Sunday was a familiar one for me, taking my favorite route from Occidental to San Rafael. Happily it was mostly free of traffic and I was able to ride along at my own pace while I 'replayed the tapes' in my head from the previous days' reading and conversations. Mike and Melissa were great hosts - I hope we have the opportunity to return some time.

Many thanks to Mike Ferguson for sharing his wonderful property with us, to John and Jane for sharing their wonderful story with us, and to Claire Palmgren for editing this story and taking photos.

Check out Jane's website, <https://cjanetaylor.com>, where you can read a selection of her essays and buy a copy of her book (available in various formats).

Tom Short



DELF HEDDE EXPLORES ROADSIDE TIRE REPAIR TECHNOLOGY

In June I decided to escape the heat in the Bay area for a little bit longer and spend the night before the campout in the Sierra. The Middle Fork Cosumnes Campground was a great base to explore the paved and unpaved roads between Highways 88 and 50.

After a morning of fun on the GS, I hit the asphalt again close to the little hamlet of Omo Ranch and got started on my way to the camp-out at Folsom Lake. Shortly after the village I crossed a cattle guard and heard a loud "Plop". My TPMS immediately started flashing red and counting down "25, 20, 15, 10, 5, !!!!". Within less than a 100 feet my rear tire was completely flat.

Well, this was not my first rodeo: I don't know how folks manage to lose so many nails and screws on the roads – but I already had plenty opportunity to practice my technique of extracting metal objects from my tires and plugging the resulting holes. So, I was only slightly annoyed when I stopped the bike, put it on the center stand, pulled out my tire repair kit and had a look at the damage.

To my dismay, this was not a straightforward metal object embedded in my tire; instead, I looked at a half inch rip or cut with somewhat ragged edges. My confidence that I would be back on my way in less than ten minutes evaporated.

This experience, as well as Alberto's description of his adventures on the way home from the 49ers, made me have a closer look at the options for roadside tire repair.



The most common approach

From talking to fellow riders, I gather that the most common approach to dealing with a flat tire seem to be pulling out the cellphone and calling a roadside assistance service. AAA, MOA, AMA and a lot of insurance companies offer roadside assistance for a small fee. So why get your hands dirty, when you can just make a call, wait let the professionals take care of your problem?

Well, you might have to wait quite a while.....

All the above organizations use pretty much the same local companies, who actually own the tow trucks. This network is pretty good along the major roads – but if you are off the beaten path, or have your flat on a busy travel weekend, it might be hard to get a service provider to show up in a reasonable time frame. Also keep in mind that only a relatively small number of tow trucks are equipped to deal with motorcycles. And even less tow truck operators have experience in loading bikes.

Also, when you ride in the mountains or deserts, in areas with limited cell coverage, better make sure that you carry your Satellite Communicator (InReach or Spot) in order to be able to call for help!

There is another thing to be aware of - If you are relying on AAA, be aware that you need a Premier membership to qualify for help with your motorcycle.

Based on way too many horror stories of stranded bikes, calling roadside assistance would be the last solution I'd consider.

The Hero approach

Yes, I do know a number of riders who have no problems taking a wheel off, using the center-stand to break the bead, dismount a tire, put on an inside patch or tube, remount the tire and be on their way again 30 minutes later. I admire them! But unfortunately, I am not one of them. Even in my own garage with long and strong tire levers, it takes me hours and bloody knuckles to get a tire off and on the rim. No way I could do this by the side of the road.....

That leaves us looking for an approach that gets us going again without being totally depended on external help or superhuman bike repair skills.

The quick plug approach

This approach relies on the rider carrying a number of products that have been designed to allow him to get going again with a minimum of skill and effort. Taking off the wheel and dismounting the tire are not required. While none of these are perfect for all situations, they provide a decent chance to get going again – at least to the next tire shop....

The first thing that every rider should carry is a decent tire pump: No matter how well you patch your tire – if you can't re-inflate it, you'll not be going anywhere. And the little pump that you use to inflate your air mattress will not do the job!



I used to religiously adjust my air pressure to fit the conditions when riding off road and went through a lot of cheap tire pumps before I found one that I trust.

Many of the small pumps do not work well (or at all) at altitude, or when hot. I personally really like the Expedition Cycle Pump from Best Rest Products. It packs relatively small, is absolutely bombproof (it comes with a lifetime warranty) and it even has a 90-degree chuck to make use a lot easier. I have used this one for many years now, and it has never let me down!

There are several tire plug systems that pack small and are easy to use. Here are some of the most popular ones:

1. **Dynaplug:** This is advertised as the most convenient emergency repair system. You load one of the brass tipped repair plugs into the stainless steel insertion tube, then pull the tool away and clip the plug end flush with tire. The plugs have a relatively small diameter, and the diameter of the "tip" is not much larger, so I would only trust them for relatively straight forward punctures by small nails. For bigger punctures they advertise the use of more than one plug, inserted side by side. Given that no cement or vulcanizing agent (to keep the plugs together) is involved I personally would not trust these plugs for anything bigger.



But – this system is super easy to use and a lot of folks swear by it.

2. **Mushroom Plugger:** This set looks a bit more complicated. It consists of a Pocket Plugger, allen wrench, reamer, plug nozzle to set the plug, collapsible blade and a number of pre-lubricated mushroom plugs. Once you removed the foreign object from your tire, you



clean the whole with the reamer (especially important if you have a radial tire and ragged hole in the steel belt). You then load the insertion tool with a plug, use the included allen wrench to insert the plug via an integral ram, pull the tool, cut the plug flush with the tire and are ready to reinflate and go. Some practice is required, but this is easy and usually done in less than 5 minutes. I fixed numerous punctures with this. The diameter of the plug and especially the "mushroom head" is a lot larger than the DynaPlugs, making it more suitable for larger diameter punctures.



3. **Strings/Ropes:** Sometimes tubeless tires can sustain damage that is beyond the ability of a mushroom plug. A tear from jagged items can require the use of what is known as a string or rope plug. A kit includes a number brown rubber reinforced 4" long inserts, a T-handle reamer,



a T-handle insertion tool, a tube of rubber cement, and a retractable razor blade. The reamer is used to clean the puncture hole, the strings are coated with rubber cement and then inserted with the included tool. Once a sufficient number of strings is inserted, they are cut off with the blade. Once practiced once or twice on an old tire, this is a fast and efficient process. Due the ability to work with everything from small punctures to relatively big tears this is my new favorite approach for roadside tire repair.

Please keep in mind that all these repairs are considered temporary! As soon as you can, you should have the tire checked and professionally repaired or replaced. (I have to admit though, that I have ridden thousands of miles on rear tires with mushrooms plugs in them...)

So, how did my story end; I was stuck on Omo Ranch road with a significant tear and my rear tire and the mushroom plugs were not up to the job? I had to resort to the last option:

Good friends with a trailer

Fortunately, I was able to get a hold of Chris and Jamie. They had not left for the camp out yet, hooked up the trailer and went way out there to rescue me. Sometimes all preparation is for naught and you just have to be thankful for the kindness of good people.

Delf Hedde



30 JULY 2022 CLUB MEETING AT SOPPIAGO SPRINGS

The ride started in Modesto's Squeeze In. Surprisingly less than 10 riders showed up, minus Kevin Coleman (more battery problems) who was intending to lead the group. Since I had managed to successfully load a GPX file on my Garmin I offered myself as a replacement. The ride took us over the Sonora Pass which has a peak elevation of 9,628 feet. The morning heat in the central valley increased, but the higher we went the cooler it became until at the summit it was almost cold with a few sprinkles of rain. As leader of the group, I was well aware of the dangers dehydration so I planned on stopping every 60 miles or so. The first stop at Zaks Auto Stop was fine. The second stop was a bit of a disaster. I pulled across the road into a paved parking area, and the rest of the riders rode by and left me sitting there. I guess the route was pretty simple and at that point I was deemed surplus to requirements. Hmmm. The route hit

Hwy 395 and then cut back West towards the camp site on Carson Pass. All great roads with amazing views when I could afford to take my eyes off the road ahead.

The camp ground's outstanding feature was hot running water and showers. Unfortunately, the lights in the showers didn't work so the challenge was to determine in the dark how long to stay in before achieving cleanliness. After the club meeting the cooking started. The camp-out was memorable in that it had two competing camp fires each surrounded by its own select group. In the end one fire won out based on the height of flames. The defeated group then reluctantly joined the winners. The winning group's yells and whoops carried on long into the night!

John Ellis





ANYBODY USING THE BMW MOTORRAD CONNECTEDRIDE CRADLE?

The BMW ConnectedRide Cradle is BMW's latest attempt to provide motorcycle navigation. By every account I have heard the last BMW navigation attempt, the BMW NAVIGATOR VI, which used Garmin software was an unmitigated disaster. According to one attendee at the last campout, he needed to replace it 6 times because of repeated failure. This is not an isolated incident. Others at the camp out talked about similar experiences. It seems like BMW NAVIGATOR VI takes the crown as Lemon of the Decade.

BMW in an attempt to put past failures behind them came up with the BMW Motorrad ConnectedRide Cradle. If your bike came with the optional extra "navigation preparation" then you are able to plug the carrier in the place where the dead Nav6 fitted. The cradle holds your cell phone of choice and includes a USB plug to power your phone. The other piece needed is the BMW Motorrad Connected app. The app will operate without the cradle and when linked to the bike can provide things like tire pressure, fuel gauge and range. When the cradle is attached then the Connected App, it expands to include a navigation app by TomTom.

The following is a quote from BMW's description of this app from a BMW website:

"The navigation system will take you to your next destination along the best routes using the map and arrow view, while also granting you access to your route data after having arrived."

If this is best routing that this navigation app is capable of, then it is pretty useless for following the sort of route files needed for typical NorCal rides.

Here is an extract from [2022 BMW F 900 XR First Ride Review: The On-Road Adventurer by 2022 BMW F 900 XR](#) First Ride Review by Dustin Wheelen and published in Rideapart.com. Check out the full article. The F900XR looks like a very interesting street alternative to the GS - my kind of bike.

"More times than not, manufacturers develop their own GPS interface in lieu of Google or Apple Maps-based systems. BMW is one of those OEMs, and the brand's Motorrad Connected app leaves much to be desired, particularly when it comes to flexibility. Once the user pairs a smartphone with the bike's system, they have to abide by the Connected app's route.

No, you can't navigate the way using Google Maps, Waze, or Apple Maps. BMW's envious 6.5-inch TFT display only relays turn-by-turn directions when linked to the firm's proprietary mapping platform. That wouldn't be such a drawback if Connected matched its competitor's dependability and ingenuity. Unfortunately, the debilitating system updates frequently render the app frustratingly inconvenient.

During a five-day period, Connected required two different map updates. Both paused navigational capabilities and operations until I downloaded the necessary patches. That's a minor hurdle when the user's phone can access a Wi-Fi signal, but even with 5G connectivity, my iPhone couldn't fully download the critical files.

Out of options and on the run, I circumvented the XR's ecosystem completely and connected my device directly to my helmet communication unit. The union allowed me to enjoy the soothing sounds of Google's guidance, unfiltered by BMW's system. After encountering that Connected conundrum several more times, I gave up the ghost and defaulted to my dependable duo. The Connected app's shortcomings certainly added a wrinkle to my travels, but one bad strudel doesn't spoil the whole bunch, and performance upgrades compensated with kicks and giggles."

I would be very interested to hear from club members or newsletter readers who have some real live experience with BMW Motorrad ConnectedRide Cradle and the BMW Motorrad Connected app.

I think it would be very useful to better understand the current state of navigation alternatives to the Garmin XT.

John Ellis

RANGE OF LIGHT – IMPORTANT INFORMATION FOR GARMIN GPS AND PHONE NAVIGATION USERS

When the RoL started in 1991 everyone relied on paper directions handed out to participants just prior to the ride. Around the year 2000 consumer GPS navigation systems started to become available. 15 years later cell phone navigation apps started to appear.

To maintain the spirit of the original RoL (i.e., not publishing routes ahead of time) volunteers with PCs downloaded GPX files directly to Garmin GPS on Friday and Saturday evenings. This practice will continue for the 2022 RoL along with the printed route sheets.

The RoL grows in popularity every year and in 2022 plans

were prepared to support a rally attendance of up to 300 riders. Since probably over 90% of riders now use some form of GPS navigation, in 2022 we are looking for ways to distribute the GPX files more efficiently.

The plan for RoL 2022 is to send emails with links to next day's rides to all registered participants and/or provide printed and scannable QR Codes at the event. Either way this will provide a mechanism to allow the download of a selected GPX file to your phone. In addition, for REVER users, a link to a shared REVER routes will be also provided using the email and/or QR code mechanism.

Importing GPX file using Phone Navigation Apps

All phone navigation apps, with a paid subscription, support the import of GPX files. First download the specific GPX file needed using either email link or QR code.

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. Select the specific navigation app that you plan on using and the app should open with the route displayed.

Route Sharing Between Garmin GPS

Route Sharing over Bluetooth is a Garmin feature supported on the following devices. •

- Zumo XT
- BMW Motorrad Navigator V
- BMW Motorrad Navigator VI
- Zumo 395
- Zumo 396
- Zumo 590
- Zumo 595

So even if you don't have a Garmin XT, you can save yourself a whole lot of time, and avoid lining up, by finding someone who has one of the above Garmin, and also has the GPX file you need on their device.

The two Garmin need to be turned on, Bluetooth enabled, and be in fairly close proximity.

To route share: On the Garmin that already has the GPX file installed, open the route to be shared in Trip Planner. Then Select the wrench symbol in the top left-hand corner and then select Share. Select Bluetooth. Then follow instructions on both sending and receiving GPS.

Garmin XT Users – Downloading GPX files via Cell Phone

For owners of the Garmin XT, it is possible to download GPX files via your phone. The following description explains the steps you must take to be able to make this work.

IT IS HIGHLY RECOMMENDED THAT YOU SET THIS UP BEFORE THE RALLY. IF YOU ARRIVE AT THE RALLY AND HAVE NOT DONE THIS, THEN THE GPX FILES WILL BE DOWNLOADED FROM A PC USING A USB CONNECTION, SO YOU WILL NEED TO GET IN LINE AND WAIT. NO EXCEPTIONS.

The following these instructions will allow you to be ready to ride without waiting in line

Before you can download GPX file to your Garmin XT via phone you first need to install on your cell phone the app GARMIN DRIVE. GARMIN DRIVE allows your phone to connect to your XT via Bluetooth. Installation is very straightforward - just follow instructions. As long as Bluetooth in your phone is turned on and the XT is powered up, they will easily find each other

Stay away from, and DO NOT INSTALL, Garmin Explore. It's a really dumb app and its design intent includes messing with your GPX files.

GARMIN DRIVE app allows your XT to receive smart notifications such as live traffic data and weather information and can also take a GPX file located on the phone and send it to the XT. For this to work you first need to have the GPX file on your phone. In the case of this year's RoL, use either the email link or QR code described above to download the GPX file.

Open the Files app on your phone. 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 a SHARE 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). Stand close to your Garmin XT, make sure Bluetooth is enabled on the phone and the XT.

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

On the Garmin XT to see the route go to

Apps -> Trip Planner -> Saved trips and 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 GPX file is then converted into a form that the GPS unit can perform turn by turn navigation and will show under Trip Planner -> Saved Trips

Everyone who owns a Garmin XT is encouraged to follow the above instructions and get familiar with the process. It's easy and it avoids the need to remove the XT from the bike to install a NorCal GPX route. It will also save everyone's time at this year's Range of Light.



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EVENTS

Board of Directors Meeting
06 August, 2022 MotoGuild SF,
849 13Th St. San Francisco, 10:00 am 12:00 pm

August Club Meeting and Campout
27-28 Aug, 2022
Pioneer Trail Group Camp Site Pinecrest, CA 95364
All attendees MUST register at www.bmwnorcal.org

2022 RANGE OF LIGHT GYPSY TOUR
02-05 Sep, 2022
Silver Dollar Fairgrounds, 2357 Fair St,
Chico CA 95928
All attendees MUST register at www.bmwnorcal.org

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