

NOVEMBER 2021

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

Presidents Column

What an outstanding time with the Club at our Octoberfest party at Codorniz Group Site outside of Raymond. The weather was perfect and we had a huge turnout with more than 100 people attending! Thank you so much to the volunteers that helped pull off the event. In particular Mark and Linda Rodda handling the salad and spaetzel preparation, Olaf Maas and Mark for manning the grill and Bert Lankins for taking care of the beer and grill transportation. The members were also treated to a full breakfast of eggs, hash browns and leftovers the next morning. Despite claims we ran out of beer early, I found several bottles in the cooler after I got home. Not sure how to top that one next year but we will try.

Also, a big thanks to Russ Drake who handled the production of our member directory. Plus, Hugo Bonilla reprinted all new member badges for our 330 members. Jorgen Larsen, Hugo and Russ handed out the new directory and member badges to almost 90 of our members. We will be mailing the directory and new badges to the rest of the club members shortly.

There was a lot of interest in a Baja run next March prior to our Death Valley Campout. We had a conversation around the fire about the plans. In general, the plan would be to meet near the border Friday March 18th. We would spend three days heading South then three days North camping near Joshua Tree National Park Thursday March 24th. Then head to Death Valley. If you are interested in helping plan the itinerary, please email me. While this is not a group tour and everyone is free to ride their own, ride, we plan to organize an official itinerary with hotels identified for anyone that would like to stay with the group.

I am happy to report that the Board approved Mark Rodda and Nick Gloyd as next year's 49er and RoL Chairs, respectively. Please reach out to them if you are interested in serving on one of the many committees that make the events a success.

Our monthly meetings are overwhelming popular these days and pushing the limits of the availability of group sites that can accommodate us. As an example, 5 years ago we would get on average 20-30 people. Almost all group sites can accommodate that size without a problem. Now, we regularly get 50-70 people now. We have mitigated this as much as possible for the next year by booking larger and multiple group sites. However, to reduce the risk that we cannot accommodate everyone, please register for events you plan to attend and cancel when you no longer can attend. We updated our event registration setting to enable you to cancel your registrations. Also please do not show up without registering. We need to be able to monitor attendance and limit signups depending on the size of the group sites.

Our November meeting takes place the first weekend in December at the Salt Point Group Site on the Northern Coast above Jenner. It's a beautiful site with plenty of routes to get there. I am sure our members will be well prepared with excellent food, drink and camaraderie. Let's hope the weather will cooperate that weekend.

Finally, many thanks to Ted Crum who will be hosting our annual Holiday Party at the Oakland Yacht Club in Alameda on December 18th. The event is posted on our events page for so please register if you are planning to attend. I know it will be a great time to connect with members in a venue other than the great outdoors. We will of course have our gift exchange so start looking for that perfect gift.

Stay Safe

Kevin Coleman

BMW NoRCal Holiday Party

18 Dec 2021 5:30 PM at the Oakland Yacht Club, 1101 Pacific Marina, Alameda, CA 94501

We will have a private room and no host bar for the event. Meet as early as 5:30 for drinks and chit chat, and dinner at 6:30

And don't forget to bring a White Elephant gift! Some go goofy, some go practical - and while we say to try to keep the cost to about \$25, folks just do whatever they want.

Since this is limited to members and your guests, you MUST login to your member account on bmwnorcal.org in order to see the Holiday Party registration. (Find under "Events"). All attendees MUST pre-register

Editors Corner

Had a tough time fitting everything in to 16 printed pages this month thanks to two great travel writeups from Paul Bosco and Delf Hedde who visit places I never even heard of. The front cover is Main Street, Goldpoint and is one of Paul's pictures. This plus some pictures from the really brilliant Oktoberfest event by Mini McMahon, Don Allison and myself have filled out this month's newsletter. In the web edition there is an extra couple of pages of pictures.

For some historical reason lost in the mists of time there is no December edition of the newsletter, so please don't call and email me asking where it is. As an editor I don't really stop. I like to work on each piece as I receive it and spread the work out across the month. So please if you have something to submit, sent it to me as soon as its ready. Thanks

John Ellis

Announcing the Bent Rod Perpetual Trophy Calling for nominations!

At our holiday party in December we will inaugurate the Bent Rod perpetual trophy. The Board will award this trophy to a Club member demonstrating the most amusing ineptitude in the past year. The awardee will hold the trophy for one year until the next annual award.

The Bent Rod is actually a bent connecting rod from a BMW boxer engine, tastefully mounted so it can be displayed with pride.

This is your chance to set your riding buddy up for a roasting. Bike maintenance gone horribly wrong? Embarrassing navigational error? Camping snafu that would be funny if it wasn't so awkward? We want to hear from you. The only rules are that nominees must be fully paid Club members and stories must be G-rated.

Please email all nominations to secretary@bmwnorcal.org. The deadline for submissions is November 15th, 2021.

EASTERN SIERRA EXPLORER

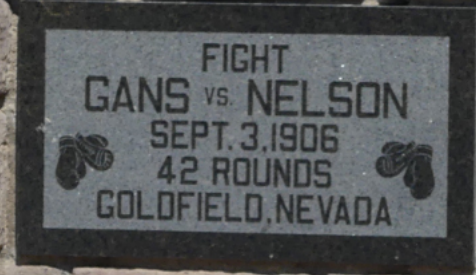
As mentioned in last's month newsletter the Cedar Flat monthly meeting campout was a success with great food and comradery. Dan Cappelletti and I decided that since this was a fairly long way from the Bay Area that we wanted to extend our trip. So we decided to leave on Friday and return on Monday. I left early Friday morning and after having breakfast with Dan at Oakdale, we met with Mike Murphy at Chinese camp. From there we rode through Yosemite amidst the traffic and road construction then took 395 straight to Copper Top BBQ for their amazing ribs and brisket for an early dinner before heading to Cedar Flat campsite.

Saturday morning we decided to head to northeast to Dyer where there are fuel and provisions. The plan was to ride to small Nevada town of Silver Peak off-road. From Dyer we took Hot Ditch Road past Fish Lake Valley hot springs connecting to Coyote road. Since there is a mining operation near Coyote Summit we made sure to keep an eye out as an 18 wheeler came down from the pass. After dealing with a mile or so of deep gravel and sand along the route (I had to constantly remind myself to keep on the throttle as the bike was dancing) we stopped at the summit for photos and rode over the pass hitting more deep gravel on the way down to Silver Peak.

Silver Peak is one of the oldest mining towns in Nevada with a population of 142 and has vast deposits of lithium used for today's modern batteries. There were once stamp mills there and a railroad that connected to the ghost town of Blair and Goldfield. From Silver Peak we headed straight east on Silver Peak road to Goldfield past the



Overlook from Coyote Pass



Goldfield



Goldfield Fire Engine

mining fields and more local hot springs. We encountered a small group of black wild burros along the road slowing down to avoid them. I thought it was hot out but these animals must be roasting! We saw a couple of them standing next to the Joshua trees trying to get shade.

Goldfield is another Nevada mining boomtown with lots of history but today is more of a tourist stopover. There are still mineral and antique trading posts in operation there today. The plan was to have breakfast in Goldfield but the local diner was closed! This was the one day the owner decided to host a private event and didn't feel like opening for us hungry bikers. So breakfast consisted of snacks and soft drinks from the general store. There is no fuel in Goldfield and Mike was concerned about his range to make it back to camp. Fortunately, Dan had a siphon and they managed to siphon a gallon to put in Mike's tank.



After Mike took off for camp Dan and I ventured just outside of town to the International Car Forest of the Last Church. It is touted as the world's largest car junk forest where artists take old vehicles and turn them into art. It is also an OHV area with some hill challenges.

From the forest Dan and I were headed to Goldpoint, Nevada. In Goldfield, Dan noticed



his rear tire pressure was a low and decided to add some air. We inspected it and saw what seemed to be a small puncture and decided it would be better to plug it at camp. Now back on the road Dan kept seeing his pressure dropping. We pulled over again to add more air and try to figure out what was causing it. We were going to skip Goldpoint and head straight back, but since it was only 8 miles out and back we decided to go for it like there is no tomorrow. When we arrived at Goldpoint, the caretaker Walt helped us out with fixing the problem. He found piece of metal in the tire similar to a nail that punctured it. Walt had a spray bottle, plugs, an air compressor and a sidearm just to keep everyone in check. There is an old time museum and the gallows platform is right across the street. This really is the Wild West!

Goldpoint is one of the most well preserved mining ghost towns and should not be missed.

There are at least 50 buildings still standing and food, drink and gas (low octane) available for purchase. There are large gatherings that occur there every year and the town sometimes hosts up to 400 people.

A couple of drinks, some good conversation and a short visit from the local sheriff

And we were ready to hit the road back to camp. The plug was holding well so we decided to take the dirt road back to highway 266.

I had originally planned to go and visit the Hard Luck Castle south of Goldpoint but it was getting late. Besides, Mike was kind enough to ride back down to Big Pine to grab us more BBQ for dinner!



Along Dobie Meadows Road

On Sunday Mike decided to head home while Dan and I stayed another day riding. The smoke had come in from the fires overnight. The original plan was to head South to Cerro Gordo but we decided the air was only going to be worse there. So after breakfast in Bishop we headed north on highway 6 to Benton. From there we went West on 120 to a dirt/gravel/ road called Dobie Meadows. It goes around the backside of Mono Lake and connects to highway 167. We tried to keep going on Dobie to Cottonwood Pass Road but my bike ended up taking a deep sand nap. Instead, we took the asphalt to Cottonwood Canyon road. It is a hard pack dirt road that is the backway into Bodie State Park. Since we have both been to Bodie many times and were just passing through the Ranger let us in for free. We then took Bodie Masonic Road to Aurora Canyon Road. Along Bodie Masonic is where I hit another deep patch of sand in a turn and went down. Dan waited and then returned to help me lift the bike and poke fun a bit as adventure riders do. I found Aurora Canyon road to be beautiful with the changing of the leaves on pine, fir and aspen trees on both sides of the road late spring or early summer after the snowmelt might be another great time to visit this area for the blooms.



Buckeye Hot Springs campground

After dinner and stocking up on beers in Bridgeport, just outside of town we took a 5 mile dirt road to Buckeye Hot Springs campground. Although the main campground was closed we set up not far from the springs along the river. If you go bring some good shoes as the trail down to the springs is steep. There are 3 pools along the river with the last one almost too hot to bear in certain parts. The following day like many riders at camp we took the spectacular highway 108 home to the Bay Area.



Paul Bosco

All of these ghost towns are accessible for road riders by road. Make sure to gas up in Dyer or Tonopah as there is no guarantee that Goldpoint will have gas. If you decide to venture off-road be sure and go with a riding buddy or two.



The Canyon, The Devils Highway, and the Rim

After an incident involving a large rock on a dirt road in Death Valley a couple of years ago, a group of ADV riding friends from all over the nation started the tradition of getting together once a year for a couple of days of riding together.

This get together usually happens in the White Mountains of Arizona: The location is relatively central for most of us, offers great riding, and one of the friends has enough room to host all of us.

When it was time to start this pilgrimage this year in early October, I realized, that I could not expend more than five vacation days on this trip. How could I spend as much time as possible with my friends, without having to ride all freeways to get to Arizona and back? Given that I had never visited both Rims of the Grand Canyon on a single trip, I came up with a plan: North Rim, South Rim, The Devils Highway and the Mogollon Rim. That sounded like a fun trip.



I left the Bay Area on a Saturday Afternoon for a quick and uneventful ride to Barstow. For some reason I seem to end up again and again at the California Inn Hotel in that Desert Hamlet. The distance is right, when leaving late, and there really is not much else between Barstow and Las Vegas. Given that the KOA charges nearly \$50/night, the \$60 at the California Inn for a soft bed and a shower always sounds good to me. This Hotel is very Motorcyclist friendly – I have always been able to park my bike right in front of my room. And DiNapoli's

Firehouse, right across the street, offer plentiful Italian food.

An early start the next morning got me through Las Vegas before nine am. My Garmin had decided that there was no major road between Barstow and Las Vegas and provided some entertaining routing proposals. Fortunately, it is very hard to get lost on Interstate 15.

After riding through the beautiful Virgin River Gorge it was finally finished with Freeway riding and entered the beautiful Utah Hwy 59 at Hurricane. At the next gas stop in Fredonia, it was plenty clear that I was no longer in California: The main offerings were Guns, Ammo and Beer.



As I was unable to get a reservation for the North Rim campground, I decided to stay at the Kaibab Camper Village in Jacob Lake. This very scenic private campground is just a short dirt road away from the Jacob Lake Intersection. It caters to the RV folks, but has several large, well equipped (Toilets, showers, benches, fire rings) areas for tent campers that are separated, quiet and very reasonable priced (\$20/night). As the friendly

camp host delivered my firewood, he informed me that the night temperatures were forecast to drop below 30-degree Fahrenheit.

Well, I was above 8000 ft in October – what did I expect? It was a cold night – but it was also the most amazing display of stars I had seen in a long time.



My Monday morning started with a brisk and beautiful ride to the North Rim. Highway 67 is always a beautiful ride – but with the fall colors on full display it was just amazing. The burn areas, from the huge fire a couple of years ago, were covered in bright yellow new Aspen growth.

In general, I like the North Rim much better than the South Rim. Due to the more isolated location, there is just a lot less tourist traffic. It just feels less than “Disney Land” to me and it is much easier for me to get “into the spirit” of the area. That being said – The North Rim Visitor Center is still a major tourist attraction. For this visit I focused on another area: A couple of miles before the Visitor Center a small road turns to the east and leads to the Point Imperial and Cape Royal areas. This is a fantastic motorcycling road with several spectacular vista points. Even better – during my whole visit, I saw perhaps three other vehicles!



Even though the distance between the North and the South Rim is less than 20 Miles, I had to ride 250 Miles to get from Cape Royal to the Mather Campground on the South Rim.

Following Hwy 89A along the Vermillion Cliffs to the Marble Canyon and over the Navajo Bridge was an enjoyable ride. A quick fuel stop in Cameron left me confused: As the town is on the Reservation – Mountain Time was observed. It took me a while to figure out where I had lost that hour. No provisioning with crucial supplies before entering the National Park again - alcohol sales are banned on the reservation....

When entering the South Rim at the entrance by the Desert View Watchtower, the difference between the North and South Rim



Cape Royal Angels Window



North versus South

became obvious immediately: There were a lot more cars and a lot more people.

I had been lucky and scored a last-minute reservation at the Mather Campground right at the Grand Canyon Village. This is a huge campground, but well set up and relatively quiet.



Mather Campground

As the South Rim is about 1000 ft lower than the North Rim, the night was not quite as cold. But it started raining hard at 3 am. Packing bike in a short lull and riding back to Cameron through a steady downpour wasn't that much fun – but my KLIM gear performed as promised.

While I was having breakfast, the worst of the rain passed over and I decided to tackle some of the points of interest on my way to the White Mountains:

- The Sunset Crater National Monument is located just north of Flagstaff and with its large cinder cone and extensive lava fields, reminded me very much of the Crater of the Moon in Idaho, that I visited in July. There are a number of hiking paths and a very informative visitors center.
- The Wupatki National Monument preserves the remains of several ancient Pueblo villages.

The two sites are located along a 35 miles loop road – this road was really fun to ride, especially given that there was absolutely no other traffic on this Tuesday morning.

Next, I had an appointment at a Corner in Winslow Arizona. This tourist site along the old Hwy 66 pays reference to the Eagles Song "Take it Easy". Well worth a short stop and a picture.

After riding through more rain and some ominous Tornado warnings (In the Mountains of Arizona???) I arrived at my friend's house in Pinetop at around 4pm. Some of the other folks had already arrived

and were working on bikes in his barn. Greetings were exchanged, cold beverage were opened and the catching up



Hailstorm

started, before I even unpacked my bike.

Then, about 30 minutes later, the sky suddenly turned pitch black, all our phones blared with a Tornado warning, and the hail started. Within seconds golf ball sized hail was coming down – hard! Being used to our mild California weather, I have never experienced anything like that.

My friend's wife had taken her brand-new car out of the garage to provide room for the motorcycles – that car suffered serious damage to roof and hood and got its

windows destroyed. A couple just pulling in their bikes and camper trailer saw all their skylight and roof vents destroyed with hail pilling up in their camper's bathroom.

I call myself really lucky for experiencing this in the shelter of the barn. I have no idea, what I would have done, if this had caught me out on the open road!

The next couple of days were spend with old friends: riding together, telling lies and enjoying adult beverages. But there were two rides that I had to do before I could start the long trek back home:

The Devils Highway/ Coronado Trail: Interestingly enough, I didn't hear about this road from fellow motorcyclists, but from friends in the BMW car club. The Coronado Trail — US 191 from Alpine to Clifton, is well-known to driving enthusiasts and always makes the "best driving road" lists in motoring magazines and blogs. A National Scenic Byway, Route 191 winds it's way high into the mountains. It's one of the most scenic sections of the former Route 66 aka "The Devil's Highway". According to the Butler Maps: "Truly, this is one of the top motorcycling roads in the continental US. Witness for yourself the endless supply of every type of corner, with breathtaking landscapes to match".

How could I resist?

This road is really as good as advertised. Most of it soars between 6000 and 9000 feet with views of jagged volcanic



Wupatki

mountains covered in dense stands of Ponderosa pine, Mexican blue oak, pinion and alligator juniper.

All of the route is paved, but it's narrow and tightly hair pinned, with many blind curves, so it takes a while to cover the 90 miles between Alpine and Alpine Clifton.



Coming from the north, the road is well paved, has guardrails and is relatively broad: A perfect fast mountain road. Incredible fun to ride and has very little traffic.

Right after the Blue Vista, a worthy stop at 9210 feet in elevation with dizzying views to the south, west and east, the nature of the road changes:

First a big sign "Absolutely no vehicles longer than 24 ft. This is your last chance to turn around", then the next sign "Road not patrolled". What an invitation! The riding became a lot more technical: very narrow, no more guardrails, hairpin after hairpin, nonstop elevation changes. The next fifty miles to the Chase Creek Scenic Overlook were a wild ride. From this vista point, the road dropped in a way that nearly felt alpine, into the Morenci Mine close to Clifton.

After all this beautiful scenery, riding for miles and miles through one of the biggest pit mines in the US felt apocalyptic. About half a million metric tons of copper are produced here every year – but it ain't pretty....

After fueling up in Clifton, I rode through the western movie scenery of highways 78 and 180 through New Mexico back to the White Mountains.

The Mogollon Rim is a rugged escarpment that forms the southern limit of the Colorado Plateau. Dropping as much as

2,000 feet in some areas, the Rim provides some of the most far-reaching scenery in Arizona. Section four of the Arizona BDR follows the Forrest Road 300 for about 50 miles right along the edge of this drop-off.

Riding from the east I hit the Rim Road at its intersection with Hwy 260. It starts with a short section of pavement, then turns into a wash boarded but decently graded forest road, serving many campsites along the way. Further away from the terminus the road is less and less used and becomes narrower and less well maintained. About halfway through, there are some rocky sections – but nothing overly technical. Riding right at the rim



provides for spectacular views. This is one of the most scenic rides I have ever done! Getting onto the western half of the ride, several miles of fresh deep gravel started. Given that there was no guardrail between me and a 1000 ft drop-off – that was certainly exciting. About 5 miles from the western Terminus, the road climbed steeply away from the Rim and the gravel turned into graded dirt again.

And then the graded dirt turned





into fresh dirt with lots of loose rocks in it. Turning around a corner I found myself right behind a grader, spreading the fresh dirt at about 3mph.

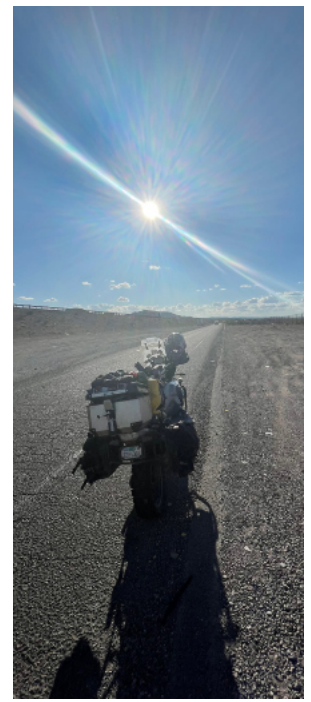
I've been in other situations, where the road crews was happy to let me pass. Not this guy – riding behind him for the remaining 3 miles through loose dirt, dodging rocks at very low speed was not really fun.

Overall, riding the Mogollion Rim was absolutely terrific though. Outstanding vistas, enjoyable riding – and no traffic on this October Weekday. This narrow road right at the drop-off might not be so much fun on a Holiday Weekend with lots of 4*4 traffic through.

The ride on well paved 87 and 260 down the rim and up the rim again back to Pinetop was a nice counter to the hours spend on dirt.

After another day spend in good company, it was time to head home from this somewhat remote corner of Arizona. 1.5 days if freeway riding got me back home to the bay area by Sunday noon. Can't wait for the next trip....

Delf Hedde

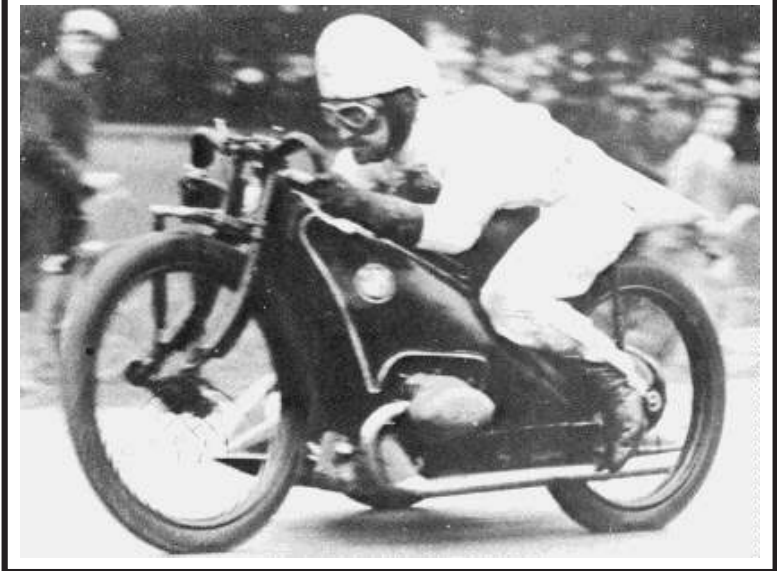


Mating session is here again. Watch out for them. Remember if you see one there is likely another one or two others around, and aim for their tail because they don't change direction well

Greg Hutchinson hits 700,000 miles on BMW motorcycles.



Legendary BMW rider Ernst Henne with streamlined helmet and butt cone. Riding a supercharged BMW WR 750 to take the World Speed Record at 135mph in Ingolstadt, Germany 1929



Chris Wild by Ken Kastle

2021 Oktoberfest at Eastman Lake

The 2021 Oktoberfest general meeting and campout is at Codorniz on the shore of Eastman Lake near Raymond was held on October 30th. Around 120 riders showed up for the German BBQ meal lovingly prepared by club volunteers. Big thanks to all of those that were involved in the meal preparation and cooking. The whole event was a huge success – the only thing that was missing was Eastman Lake which after three years of drought was nearly empty.









complete your BMW.
start your
ADVENTURE!



Find thousands of parts & accessories to help you complete your BMW!



**Wunderlich
America**
complete your BMW.

Store Hours - Monday through Friday
9am to 4pm ET 1 (828) 489-3747

wunderlichamerica.com
info@wunderlichamerica.com



1201 N CARPENTER RD MODESTO, CA 95351 209 524 2955

www.cyclespecialties.com

CELEBRATING 45 YEARS
UNDER SAME OWNERSHIP



FUN AND FRIENDLY STORE TO COME AND BROWSE AROUND
THREE MASTER CERTIFIED TECHNICIANS TO SERVE YOU
WE DO MONTHLY RIDES - BOTH ON AND OFF ROAD

SPYDER



can-am



TRIUMPH

Store hours - Tuesday through Saturday from 9:00am until 6:00pm



EXPERIENCE SHARED
PASSION, INSIGHT, COMMUNITY

LIVERMORE, CA
925.583.3300



STOP DREAMING.
START RIDING.
MAKE LIFE A RIDE.

**SHOP BY
BRAND:**



SALES, FULL SERVICE PLUS A MASSIVE PARTS AND ACCESSORIES INVENTORY

WE CARRY THE NEWEST BMW, KLIM AND KTM APPAREL

OVER 100 HELMETS IN STOCK AND 14000 SQ FT OF SHOWROOM SPACE

MONTHLY SUNDAY SHOP RIDES

CHECK OUT CALMOTO ON-LINE STORE FOR SPECIAL DEALS ON PARTS AND CLOTHING

CalMoto

952 North Canyons Parkway

Livermore, CA 94551

Phone: (925) 583-3300



BMW Motorrad

A&S BMW Motorcycles

Parts

Free Freight, Price Match Guarantee, We pay Sales Tax
Rider Rewards Program - earn points for every dollar you spend on parts, sales and service
Online Microfiche at www.ascycles.com

Service

Free one day rental car or Lyft/Uber reimbursement. Trailer rental reimbursement
Full motorcycle inspection with every service

Sales

Huge inventory of New and Used motorcycles; access to financing for challenged credit.
We take motorcycles *and* automobiles in trade.



A&S BMW Motorcycles, 1125 Orlando Ave., Roseville CA 95661
916-726-7334

A & S
MOTORCYCLES

EST. 1968

It's about the ride...

A & S BMW
Motorcycles

THE MOST IMPRESSIVE BRAKE LIGHT SYSTEM YOU CAN BUY...



OEM



weiser
UltraBRIGHTS 2-in-1

weiser

DRIVING LIGHTS / BRAKE LIGHTS / TURN SIGNALS

weisertechnik.com



Ted Porter's BeemerShop

Suspension Specialists & Unique Motorcycle Products

HEX ezCAN

EASY SWITCH SOLUTION

All
F800
Models

All
R1200
Models

All
K1600
Models



Power to Manage your accessories!

Add Horns, Brake Lights & Driving Lights Safely!

**Warranty safe
No splicing
No switches
No relays**

Works with your Multi-Controller

GS-911wifi

Diagnostic Tool for BMW Motorcycles

Don't leave home without it!



- Read and clear fault codes
- Re-set service reminders
- View real-time sensor values
- Do component function tests
- Calibrations and much more!

learn more @
BeemerShop.com

Your Source for

Ei Parts & Accessories

- Omega Charging Systems
- Alpha Ignition Systems
- Rebuildable Driveshafts for:
R100GS, R100R
R1200GS '05-'12
R1200GSA '06-'13
R1200R & R1200RT
R1200S, R1200ST
RnineT & RnineT Scrambler
HP2 Sport
- ND Starters
- 1/2 Ignition Coils

See all the
Ei Replica Parts & Accessories
at beemershop.com

TRUST ...we earn it!

More Training - More Experience - More Brands



Ted Porter

37-year Industry Expert
with Suspension Training
Certificates from five
Major Shock Manufacturers



Jeff Favorite

25 years Tuning & Designing
Suspension Systems at
Fox Racing Shocks

Ted Porter's
BeemerShop

Suspension Masters

visit www.beemershop.com 831-438-1100

**DEMO RIDES
AVAILABLE**

Call Today
to arrange
your
personal
test ride

San Jose BMW
motorcycles

We Offer
Consignment
Sale Service
&
We Buy BMW's

San Jose BMW

The Bay Area

BMW Enthusiast's Choice . . . Ride By Soon!

- Great Selection of 2016 BMWs
- Choice Pre-Owned Bikes
- Outstanding Service Department
 - Routine Maintenance
 - Warranty Work
 - Expert Repairs
- Select Riding Gear & Accessories
- Tires, Mounting & Balancing



Get Your Gear Here!

BMW Riding Apparel
KLIM Adventure Gear
Schuberth Charter Dealer
Sidi Boots
& Much More



Personal Attention

Straight Talk - In-Depth Experience

Dedicated to Excellence in Customer Service

San Jose BMW

1990 West San Carlos Street
San Jose, CA 95128
408 295.0205
www.sjbmw.com

Follow
SJBW on
facebook!

**San Jose
BMW**

Authorized Dealer



The Ultimate
Riding Machine®



**BMW Motorcycle Club
of Northern California**



BMW Club of Northern California
P.O. Box 2472
Santa Clara
CA 95055
www.norcal.org

CONTACTS

PRESIDENT*
Kevin Coleman
(president@bmwnorcal.org) (925) 890-8449

VICE-PRESIDENT*
Jorgan Larsen
(vicepresident@bmwnorcal.org) (870)273-4746

SECRETARY*
Mike Murphy
secretary@bmwnorcal.org (310) 497-0618

TREASURER*
Hugo Bonilla
treasurer@bmwnorcal.org (650) 534-8739

TOUR CAPTAIN*
David Fliehr
tourcaptain@bmwnorcal.org (925)518-3939

SAFETY/TECH DIRECTOR*
Bert Lankins
safetytech@bmwnorcal.org (408)705-6013

HISTORIAN*
Rick Webb
historian@bmwnorcal.org (707) 494-6629

NEWSLETTER EDITOR
John Ellis
newseditor@bmwnorcal.org (925) 918 3106

MEMBERSHIP DIRECTORY
Russ Drake
twobeamers@aol.com (510) 427-3309

ADVERTISING CHAIR
Manny Rubio
Adchair@bmwnorcal.org (925) 784-4856

SECOND SUNDAY BREAKFAST
Mark Rodda
ssbr@bmwnorcal.org (650) 213-6253

49er CHAIR
open
49erChair@bmwnorcal.org

*Board Member

EVENTS

04 Dec 2021, 10:00 AM 12:00 PM - Monthly Board of Director Meetings. 10 AM on the first Saturday of each month at MotoGuild SF

04 Dec 2021 8.00am - November Member Meeting and Campout - Salt Point State Park! Meet for breakfast at the Bayside Cafe at 1 Gate 6 Rd, Sausalito, CA 94965 8:00 AM, or join us there at 9:00 AM for the ride. Winter meeting time start time 4:00 P.M.

18 Dec 2021 at 5:30 PM BMW NorCal Holiday Party - Oakland Yacht Club, Alameda. Must pre-register to attend.

Anniversaries

October	Kendal Castleman	5
	Joe Malin	5
November	John Vashon	10
	Debi Westlake	30
	Tony Westlake	30
December	Mark Jolley	5

Printed by
Printingcenterusa.com
Fast, Easy & Affordable

BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA