

JUNE 2019

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW Motorcycle Club of Northern California

Presidents Column

By the time you read this column, another 49er will be in the history book. Hopefully everyone had a great time, learned something, and met new friends. As I write this right now, the BoD and committee chairs are focused on the usual last minute crisis management items that are just part of the tradition. Whether it's the weather, finding out that the fairgrounds dumped lots of gravel right in the middle of the beginning GS training class range..not the way to introduce someone to riding off road, or getting supplies to the right place in time. The rule is "always be flexible"...have a drink, and relax. So I hope you enjoyed the event and didn't notice the frantic person behind the curtain..thank you Hugo for pulling all the right strings.

Elections..they're coming up soon and there's a new format for the elections. Both new members who joined at the 49er and old timers should know that we updated the By-Laws this year; The Club now has staggered terms for the elected officers. In short, to stop the potential of electing a completely new Board that needs to learn everything from scratch, going forward, each member will be elected for a 2 year term but not all at once.

3 offices will alternate with the other 4 offices every other year, so even though there's an election every year, only about half the offices will be up for a new candidate.

Take a minute to read the By-Laws posted on the Club website for a more detailed explanation.

That said, I won't be running for re-election this year since I have a rule of no more than 2 years in any elected position. BUT, we already have a solid list of candidates..which I feel will carry on the positive atmosphere and growth the Club has experienced over the last couple years. That means instead of having a pass if I decided to stay, by stepping down, we need a candidate for President. Fred hasn't decided if he will stay for another term as Secretary so that may also be open.

Editors Corner

Regular readers will be relieved to know that there is not one article in this month's newsletter that was written by the editor. To achieve this major milestone, big thanks goes out to Luis Arevalo, Kevin Coleman and Steve Lawton for providing a day by day diary of their Mexico/Baja trip which I found hugely entertaining and made me wish I had gone along.

The BMW Norcal club is not only about having fun but also contributing to the community as evidenced by the Clean Up Day organized by Ed Perry, and the support club members provided to the IRONMAN Triathlon (organized by Jorgen Larson). Gene Austin writes about his experience staying at the Amargosa Opera House and Hotel .

Please take the time to meet these people at the 49er and have a chat. Always good to be able to know how people think.

The list of candidates we have so far - always subject to change – is:

President – Kevin Coleman

Vice President – Jeff Zane

Treasurer – Hugo Bonilla

Secretary – open so far

Safety-Tech – Jorgen Larsen

Tour Captain – Nick Gloyd

Historian – Maybe Rick Webb

The reason it looks like our usual full slate is because 3 roles such as President that should have been 2 years will only be for one this time only since the current officer in place has decided not to stay in office. The next election, the role will be for 2 years. Confusing,,,not really once you read the By-Laws and apply the names to the positions.

One of the benefits of being a BoD member is the exotic locations chosen for the BoD meetings. All over the Bay area and whatever works for the majority of the members. And the last one a couple weeks ago was held at the Quail Motorcycle Gathering in Carmel where we conducted a lot of Club business surrounded by over 350 motorcycles on display from virtually every manufacturer over the last 3 centuries. All restored and looking like they just rolled off the showroom. And about 100 Honda CB750s rolled up as spectators since this is the 50th anniversary of the CB750 introduction. What a sight.

If you're interested in knowing what's involved with any of the positions for a Club Officer, please reach out to me or any other Board member and ask..or buy us a beer and we'll tell you the whole story..it's fun.

Greg Hutchinson President

Normally the June newsletter contains a report on the 49er. Because of a vacation I was unable to attend this year and needed to complete the newsletter in the middle of May before I left. I am indebted to Greg for providing a write up on the upcoming June election. Make sure you renew your membership in June so that you can participate in the vote.

Since I am unable to attend the rally I would ask members to send me their photos. This year I would like to have a picture of every 49er event. If you can provide a paragraph or two on your personal experience of the 49er I would be very grateful. Thanks

John Ellis



Adopt-A-Highway, Clean-up Success

On Saturday, May 11th, the following Club members volunteered their time and effort to help us “pay for” the right to post our sign on a very busy section of Hwy 101.

- Ted Crumb, Oakland, second timer
- John Ellis, Pleasanton, fourth timer
- Minako “Mini” McMahon, Pleasant Hill, second time
- Chris Weld, Pacifica, first timer (and old timer)
- Michael Noeth, San Mateo, first timer
- Ken Fritz, Sacramento, first timer
- Marcia Fritz, Sacramento, first timer
- Fred Montana, Oakland, Team Leader, every timer

We have participated in this program for almost four years and this was the most productive clean-up yet. We thoroughly cleaned the entire two mile section. Normally, we lack the numbers to either complete the whole stretch, and/or to get every little piece of garbage. This time we did, collecting over 50 bags. And incidentally, our age averaged 67 years young!

It is fortunate that our sign is located on one of the busiest stretches of roadway in the state. It also means there is a lot of garbage. That’s why we need volunteers to help. When just Fred and I go out, which was getting to be the norm, we cannot do more than pick up the cans, bottles, and big stuff along the worst mile. With more people, we can do a proper clean-up every time.

A couple of wrenches were found including a BMW 8/10mm wrench found by Ken Fritz. He says “It’s just like the one that came with my 2001 R1150GS”.

When you see the above mentioned club members around, tell them thanks for a job well done. Perhaps we’ll see you out there some time.

Ed Perry



Norcal riders supports the IRONMAN Triathlon

The IRONMAN Triathlon was held on May 11 2019 in Santa Rosa CA with 1700+ athletes taking on over 2 miles of swimming, 112 miles of biking and wrapping it all up with a nice little run of 26 miles. Finish Line Motor Escort was the motorcycle escort company used for during this event and

the following Norcal Riders participated - Jorgen Larsen, Buddy Scauzzo, Alex Rodas, Marc Mergen, Mark Rodda, Mike Meyers, George Corredoura, Cesar Jaimes, Edgar Jaimes and Rich Gay. Jorgen Larsen was Road Captain for the San Francisco area helped pull the team together.

THANK YOU BMW NORCAL MOTORCYCLE CLUB
- FOR KEEPING US IN YOUR THOUGHTS AND PRAYERS
- FOR CARING SO MUCH ABOUT RAUL AND OUR FAMILY
- FOR YOUR LOVE AND SUPPORT THROUGH EVERYTHING.
GRATEFULLY,
RUTH
RAFFY, MONIQUE, NISSA & VISSIA



Raul Braganza was tragically killed while riding with a BMW Norcal group in Baja in March. This note was received from his girlfriend and children

Mexico-Baja 2019 - Part 1 - Mainland

What a great ride and adventure. The five lucky caballeros are Kevin Coleman, Steve Lawton, Martin Cazares, Mac Kirkpatrick and Luis Arevalo.



There were many steps to prepare for this trip. Getting the bike ready, having the right gear in anticipating the conditions and of course the paperwork. As we were going to be in mainland Mexico for more than 7 days we needed a tourist visa, temporary import permit (TIP) for the bike and Mexican vehicle insurance. Also to be safe, medical evacuation insurance. It was suggested to get the TIP before crossing the border. Everyone was able to get the TIP except me. The story I was getting is I had a problem with Immigration so I had to get the TIP at the border.

Day 1 Calexico to Puerto Penasco

We agreed to meet in Calexico Saturday March 16th at 10 am to cross the border. After getting some pesos we headed to the New Mexicali border. The new border was not set up to handle Vehicle Permits and some of our guys didn't have receipts so they wouldn't process our paperwork and had to head over to the main Mexicali crossing about 8 miles to the east. Well the Immigration Officer was able to process my Visa and said there isn't a problem with my passport. The other guys didn't have a receipt or note printed out and the Officer was not able to help them. So we had to go to the Old Mexicali border to get the paperwork done. I went straight to Banjercito to get the TIP. I was finally able to get the TIP at the border. I never found out why I was not able to get it before the trip, oh well I was just happy to finally get the TIP. It took a while to get everyone's FMM card stamped either because we didn't have receipts or unable to print out the form. What a hassle at the border for all us. We thought it may have been easier just to wait to get and do all the paperwork at the border except the insurances.

We were finally on the road heading to Puerto Penasco our first stop. We were still in the Mexicali area when across the road was a semi that misjudged his u-turn and was blocking the road. We're on a mission so we pass the traffic in the opposing lane cut through a dirt parking lot to get on the other side of the truck and be on our way, the first of many unplanned GS rides. We also had our first of many roadside tacos which are the best in Mexico. When you ask if they have beer and they don't, they will run to the store for you and grab a six-pack. Just leave them a nice tip for their hospitality.

We stayed on Hwy 3 along the coast, where I had a new experience on this leg of the trip. After passing through Golfo de Santa Clara and having ~89 miles to Puerto Penasco I looked at my fuel range and had 90 miles. Kevin said I will be just fine. As we know when traveling at higher speeds the fuel mileage goes down. As I watched my range tick down to 1 mile to go I became curious. I had a Rotopak with a gallon so I wasn't worried. Well, what happens is that the readout just goes to dashes. I traveled about another 5+ miles before we found the gas station. Kevin said he knew I would be just fine. We found the Reef Campground which was at the beach and setup up camp for the night. It was quite busy as spring break was in session. The restaurant on site was very convenient for food and of course beer.

Day 2 Puerto Penasco to Hermosillo

Our plan for today was to get to Hermosillo as that would be heading in a south-eastern direction to get us closer to Barranca del Cobre AKA Copper Canyon. We camped at the beach so the



road in and out was quite sandy, another impromptu GS ride. As we were leaving, the morning sun was in our eyes and we didn't see the soft-deep sections of sand that woke us up pretty quick. Martin hit an unexpected deep section and had a get off. Main thing is he was OK. The bike suffered a couple of scars, a broken mirror and windshield bracket. After some roadside repairs we were back on the road headed to breakfast. Kevin was "Mr. Google", he found a German Breakfast restaurant Kaffee Haus in Mexico. The only thing German about the restaurant is they served apple strudel which was quite good. Now that our bellies were full we headed back on Hwy 3 for Puerto Libertad. We had a perfect beautiful day. The deep blue water to our right and the open road out in front. Stopped at this perfect vista point enjoying the view and guess what pulls in? An Amazon semi, we just rolled our eyes and said we can't get away from Amazon. Puerto Libertad is small fishing town with only one gas station which is all we needed to fill our tanks. We continued on Hwy 3, after we made a hard left off Hwy 3 onto Hwy 100 toward Hermosillo the traffic really started to pick up. We had to kick in our passing skills on two lane highways. The good thing was many drivers will drive on the shoulder to allow for easy passing except for this school bus that really caused a back up. We got to the big town of Hermosillo. Our first stop was the town plaza for a bathroom break and to find out where we are going to spend the night. In the plaza there were food vendors so we had a bite to eat. We asked the vendor for a good hotel nearby and recommended Hotel Kino. Kevin and I asked to see the room, it wasn't very good. We went out to inform the guys meanwhile Mr. Google found Hotel Lucerna which was a nice place. Steve

wanted pool view rooms we finally settled on a couple of city view rooms. Bikes were parked out front with a security guard sitting on a bench saying he is going to be there all night. We had some poolside beers while we dried out our tents on the pool lawn which earned us some funny looks. Hey, it was a damp morning and the last thing we wanted were moldy tents! After returning from dinner the guard was gone! Oh well it must have been break time. We looked forward to a good night's rest to head in the morning for the mountains of Mexico.

Day 3 Hermosillo to Rancho San Lorenzo

Too much time was spent looking for breakfast the next morning. Finally found some eats. We concluded from then on we would plan our breakfast the night before or just hit the road and find a roadside eatery. Our goal for today was to get to Rancho San Lorenzo so we headed out Hwy 16 toward Yecora. The twisties started about 20 miles out of town; pavement for the most part was good—except on the curves, of all places. We figured as trucks drag their tires in the turns it just tears up the pavement. Most the turns have some sort of warning sign. I was using my GPS to monitor the severity of the curves and noticed a downhill straightaway with a hard left coming up. No signs whatsoever, without the GPS this may have been tragic. Steve said he went full antilock mode and then just had to drop the bike into the turn, a close call. This area has coal mines, we passed a coal distribution yard and the area for a couple of miles either way was black from coal. When we first passed it I didn't know why the area was black. It was explained to us when we stopped for gas. We finally made it to Yecora for lunch. Kevin mentioned his arms were tired from so many turns. Gassed up and headed to Basaseachi, where the famous falls are located. Basaseachi Falls is the second highest falls in Mexico at 246 meters. It was getting late so we decided to visit the falls the next day. We got our supplies for the night and headed to Rancho San Lorenzo. We met Fernando, the proprietor of the Ranch. We asked about the camping and he said it gets cold in these parts at night and maybe we would be interested in a cabin. Don't remember the exact numbers but it seemed high so we proceeded to walk toward the camping area. Martin continued the conversation with Fernando and all of sudden the price now seemed reasonable. The cabins were heated by fireplaces and the beds had many warm Mexican blankets. We stayed up late drinking beer, tequila and eating quesedillas while telling many stories.

Day 4 Rancho San Lorenzo to Divisadero

It was good we got the cabins as the bikes looked like Christmas cards when we got up in the morning. In the morning Fernando



came by and gave us some advice of getting to the falls and a short cut road to get us to Creel, our lunch stop. The falls were really close by to the Ranch, so we rode up to a great view. We could see many hiking trails and wished we had the time and hiking attire to explore. Our final destination for the day was Divisadero Barrancas del Cobre. We proceeded to take Fernando's short cut advice which turned out to be a nice ride. There was a little snow on the side of the road as we went through the summit. Made it to Creel and found a nice restaurant for lunch. As we were leaving, three guys on WR250's came riding up and they looked like they had been out for a long time. We spoke with them and they had been doing some serious back country riding. Now to Divisadero, it was a good ride with lots of twisties. At Divisadero is where the longest Zip Line on the planet is located which we planned to do in the morning. The evening was spent in the lobby of the hotel with outstanding views of Copper Canyon and some relaxing beverages.

Day 5 Divisadero to Batopilas

The Zip Line Park opened at 8 am and we were the first to sign up. It takes off from the edge of Copper Canyon and goes 8350 ft. At first I was not sure if I was going to partake. I was going to take one for the team and watch the bikes for us. Well after some convincing I decided to go for it. What a rush, I figured I was there and when will I get a chance to do this again



Martin Cazares getting ready to launch

Our destination was Batopilas at the bottom of Copper Canyon. Google maps said ~110 miles but 5.5 hours, we were thinking the road must be terrible. Overall it wasn't bad, sure there were some rocks blocking the road but always a dirt detour to get us through. We stopped at a vista and I saw an empty vendor stand.



Luis Arevalo- after a 700 meter hike up to the cable car



The bridge to Batopilas



Martin Cazares in Batopilas

I joked and said to Kevin that I guess nobody is here. He said there was someone in the next stand. We were out in the middle of nowhere and here is Maria selling her earrings and bracelets, unbelievable. She told us she walks to work 1.5 hours each way every day! I think we all bought some souvenirs from her. A few hundred turns later and great views we finally arrive in Batopilas. Had some Kodak moments at the city signs and

the silver horse.

We stayed at Juanitas Hotel as we can put the bikes in the courtyard, which sounds good. Well, we had to ride through the house and at the end there were offsetting doors. I was the one who misjudged and POW I knocked off my Mosko Moto bag. Fortunately, Mac had JB Weld packed, took off the bracket, put epoxy on the break, and let it set for the night. Junita's iron gate didn't fare so good though.



Martin Cazares riding his bike through the lobby of Juanita's hotel in Batopilas

Batopilas is a quiet little town, we went across the plaza to have beer and totopos (chips) y salsa. Steve gave the kids rides on a three-wheeled bicycle; I think the kids thought he was Santa Claus. After a while we walked around town and met a father and daughter sitting outside their store drinking their version of moonshine. We had a sip or two and enjoyed some conversation.



Kevin Coleman's GSA in Batopilas Town Square

Had dinner at Restaurant Carolina, the owners name is Martin now our Martin has a tocyayo (namesake). We asked him about the back road out of Batopilas and suggested not to try. Not too long ago he rescued a GS that had burned out his clutch trying to get across. We decided we would backtrack and stay on highways.

Day 6 Batopilas to San Juan del Rio

We had arranged breakfast at 6 am for the next morning as we were concerned of getting to Mazatlan by 5 pm the next day for the Baja Ferry. Our route took us on Hwy 23 toward Parral. Pavement wasn't too bad except the road crews patching the road. I think they were using stone marbles for the patching material. Every time the bike went across a patch it would slip and slide. Mac had a close call on this stretch; somehow he ended up on the wrong side of a guardrail. Mac said he just daydreamed for a moment and miss judged a turn, close call. Parral had a quick lunch stop at a taco vendor and proceeded down Hwy 45 toward Durango. There are not many towns on Highway 45 and we arrived at a fairly large hotel that we planned to stay at around 2PM. It would have been a really nice place to stay at but we decided to keep riding to cut some time off the next day. I was leading at this time and in the horizon could see a big dust cloud I wondered what was going on. It was a roadwork detour, so more GS riding. Steve and I were riding side by side as the dust was crazy bad. When a vehicle went by, especially a truck, our vision was extremely compromised. Steve is a better rider than I so he took off ahead, I backed off so as not to eat his dust. Ahead, I saw a truck coming in huge cloud of dust and Steve was headed towards him. Steve then disappeared in the dust, as I came through looking at the roadside berm to keep headed in the right direction I saw Steve had gone down and his bike headed to a culvert. I pulled over as quickly as possible. Steve was OK, now we needed help getting his bike out. Martin came next and the three of us got his bike up and out. The dirt/dust was really thick; Steve said he may have been going a little too fast. Luckily we got back on the road as this section of dirt was about 10 miles long and would have made for a long and dirty day to Mazatlan. We stopped for gas a few miles down the road and decided to call it a day. We were now very dirty and tired. Kevin found a hotel in San Juan del Rio. The hotel was OK but somehow I got nominated to get the roll away bed that night. The team didn't tell me it was a couch. I think my neck still has a kink from that night. But the room only cost \$5.00 each. Had some great tacos that night, we went to the ice cream store for dessert. We were able to taste as many flavors as we wanted, pretty cool!

Day 7 San Juan del Rio to Mazatlan

Now headed to Mazatlan, we were glad that we had made it this far as the push to Mazatlan will be easy and glad we already went through the dust bowl. We were going via the Espinazo del Diablo (Devils Backbone). That was the name of the original road, there is now a toll road that has straightened out the pass. This new road has 61 tunnels one almost 3 km long and 115 bridges. The first toll plaza was closed but there was a group of people asking for donations to cross as they put a cone across the road. I saw the car in front give them some money. Kevin asked me to come to the front via headset. Ended up giving them \$100 pesos to get through for all five bikes. We hit elevations close to 10,000 feet as we crossed the continental divide. One of the bridges is the second highest span in the world. When we saw this span, we stopped at a taco vender for some pictures. I asked her if we could stop somewhere on the bridge for pictures, she said "sure traffic is light". Even though there is no shoulder on the bridge and a lot of signs saying not to stop, we couldn't pass up a great



Devil's Spine Bridge

photo opp. Plus there were a few other cars stopped. Every time a big truck passes us the bridge bounced up and down quite a lot. Made it to the Baja Ferry Terminal nice and early, got the bikes weighed and got our tickets.

We were able to go the Malecon de Mazatlan for lunch for some beach side dining. Steve ordered Ceviche tostada which looked delicious, Kevin and I also ordered the same as it was delicious. I had really



never been a Ceviche fan but this changed my mind. Onto the ferry, one of the first things we learned was always have your ticket. Everywhere we went, we were always asked for our ticket even when we are already on the ferry. We booked a couple of rooms so we wouldn't have to sleep in the lounge, good thing. After the Ferry provided dinner which wasn't bad, Kevin, Martin and I were at the bar area having cocktails. The ferry was only half full so the lounge wasn't crowded. To our surprise there was a lounge show, a hypnotist. He was asking for volunteers and Martin stepped up, he asked for a second and I stepped up. Kevin said he didn't understand Spanish, No Bueno. The hypnotist said he was going to hypnotize Martin to feel no pain; my job was to hold the microphone for them. The hypnotist had a needle and was to put it in Martin's arm. I was thinking like no way, as I was busy with the microphone and all of sudden the needle is in Martin's arm. When Martin opened his eyes and saw the needle he was shocked. We looked for Kevin but he was gone. No, Kevin changed seats and we didn't see him. Anyway, there was quite a bit of blood and a couple of holes in Martin's arm. After this, we decided to call it a night. We had a great night sleep on the ferry. The bunks were very comfortable and the showers had unlimited hot water and great pressure. Next morning we arrive in La Paz Continued in Part II.

Luis Anevalo, Kevin Coleman and Steve Lawton



Malecon de Mazatlan

A Different Death Valley Trip

As an addendum to April's newsletter write-up by John Ellis concerning the Amargosa Opera House and Hotel at Death Valley Junction, last winter I decided that after experiencing five consecutive trips to Furnace Creek and camping in dust storms during all five of those trips that I had had enough of dust storms. My wife and I had previously stayed in the Amargosa Hotel and found it satisfactory, but just don't expect a Hilton experience. Last winter I made reservations at the hotel for the weekend of the Norcal campout last March. Steve Kesinger and I stayed there for two nights during our five day trip to and from Furnace Creek. The hotel dates from the mid-1920's and could use some paint work on its exterior and the sidewalks are cracked, but the interior rooms are clean, tidy, and simple with some of the original plumbing fixtures. However, In both rooms that I

have stayed in the toilets were new. There are no telephones or televisions in the rooms (who needs them?), but there is Wi-Fi available in the lobby. There are 16 hotel rooms currently available and as John said, the café is open from 8AM till 3PM, but only on Friday, Saturday, Sunday, and Monday. Marta Becket died two years ago, so the performances held there now are by other artists who come from outside the local area. If you'd like a tour of the inside of the opera house with the display of the paintings that Marta painted on the walls and ceiling, short tours are held at 9AM every morning and cost \$5 per person. Steve and I, plus my wife, recommend staying at the hotel for a step back in time and taking the interior tour of the opera house. More information is on the Internet.

Gene Austin



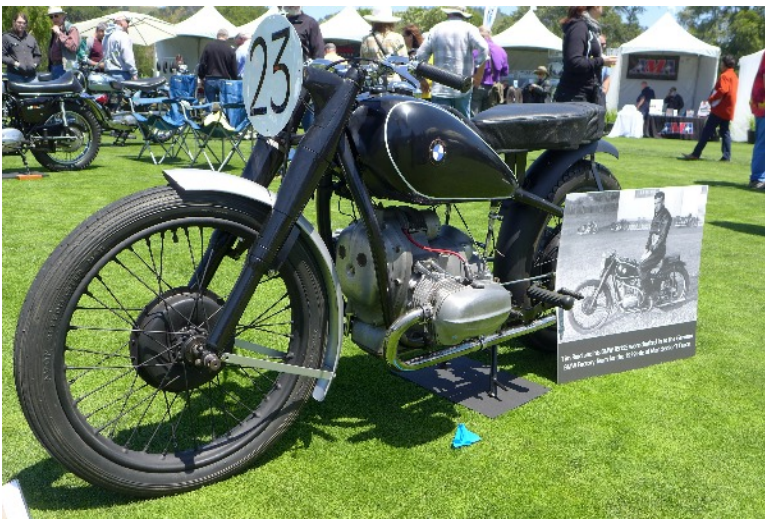
THE 2019 QUAIL MOTORCYCLE GATHERING

Upcoming New BMW 1800cc Engine



Although its not apparent when looking at the photo this bike is enormous. The wheels are 23 inches diameter. You probably need to be 7 foot tall to ride it. I thought the engine was a fake, because the "crankcase" is actually made up of alloy panels to make it look like an Airhead. However, it turns out that is is an actual BMW engine that BMW have released to several special builders. Apparently BMW are going to release a production bike using this engine very soon. I have found a picture of another special using this engine on line





This is a very interesting machine which was actually ridden by T Reid in the 1939 IoM TT. While the BMW factory were riding supercharged overhead cam models (to a 1-2 victory), Reid ran a modified R51, push rod road machine. The R51 was very sophisticated for the time having telescopic forks, and plunger rear springs. Reid added twin carburetors as well as a dual seat, presumably to let him get his chin down. Reid broke his arm in a crash at Keppel Gate. This was his only ride on the Isle of Man course.



This bike looks vintage but was actually created in 2016.



A Zundapp. BMW were not the only ones to build boxer engines.



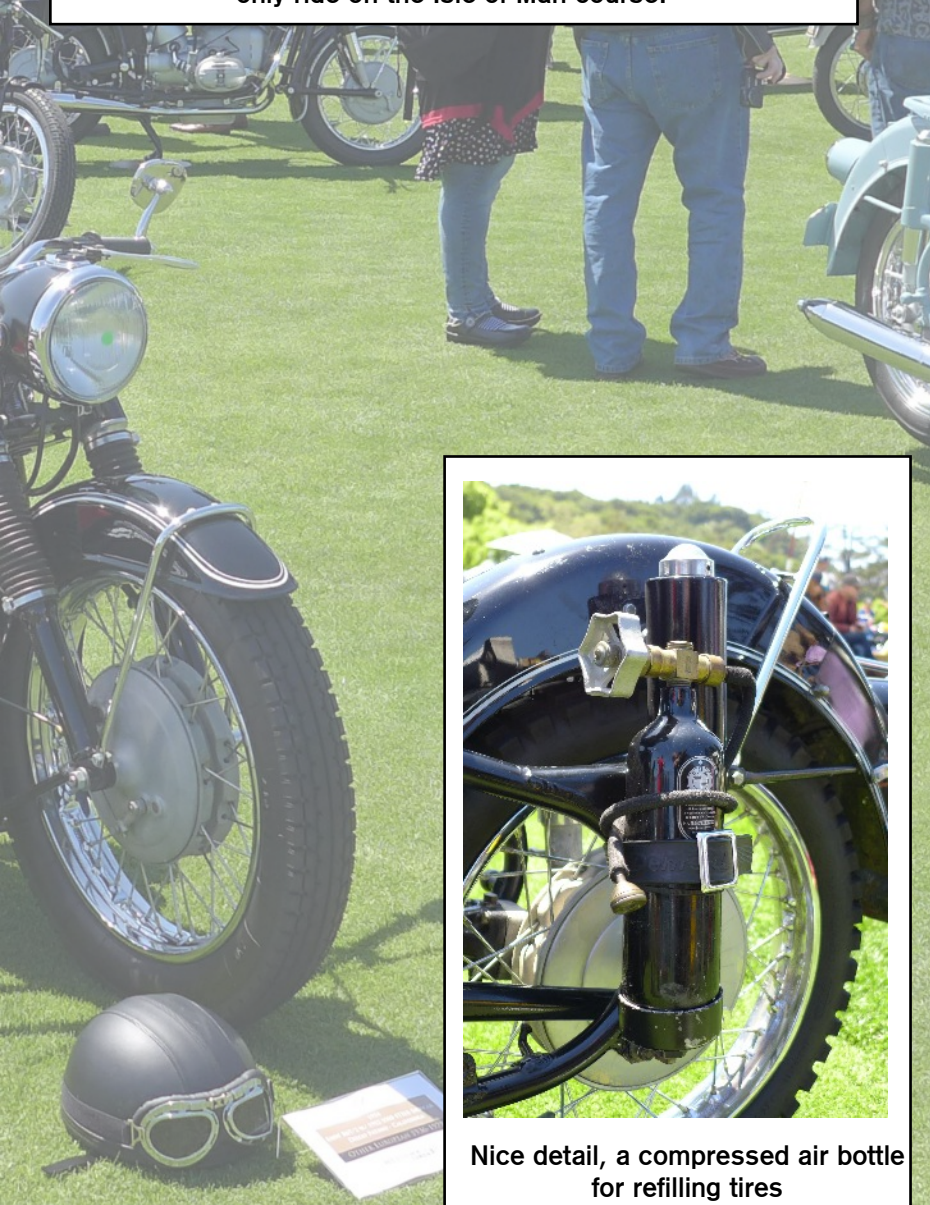
Here's another, this time by the famous Velocette company



My first bike. 125cc BSA Bantam. Imagine in black without the leg guards. With my chin on the tank going down the highest hill in the West Riding of Yorkshire it would hit 60 mph.



Nice detail, a compressed air bottle for refilling tires



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On the 27th April Nick organized a ride out to an open house at EuroCycle in Windsor. About 25 riders started out from Black Bear in Napa over some great roads. I cant remember a section of road that went straight for more than 100 yds. First time I had visited this dealer and was very impressed. Eurocycle have been sponsors to BMW Norcal for over a year.

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2019 West Coast Rally Dates

BMW NorCal 49er Rally Memorial Day Weekend rally

Starts 3:00 pm May 23 -27,2019

Mariposa Fairgrounds

5007 Fairgrounds Rd, Mariposa, CA 95338

BMW Riders of Oregon 41st Annual Chief Joseph Rally

June 27-30, 2019

Grant County Fairgrounds, John Day, Oregon

Beehive Beemers Motorcycle Club of Utah 19th Annual Red Rock Rendezvous Rally

June 20-23 2019

Fairgrounds in Panguitch UT on UT State RT 89

Washington State BMW Riders 47th Annual Cascade Country Rendezvous and Republic Dual Sport Rally

July 18 -21, 2019

Ferry County Fairgrounds in Republic, Washington.

A special welcome to the Washington Airheads!

Bavarian Mountain West Motorcycle Club of Idaho 2019 (46th) Stanley Stomp Rally

August 8-11, 2019

Located about 27 miles northeast of Lowman, Grandjean is a beautiful setting for the Stomp!

The actual site will be at the Sawtooth Lodge

Bee Cee Beemers 2019 Hotspings Rally

Thursday, August 15, 2019 - Sunday, August 18, 2019

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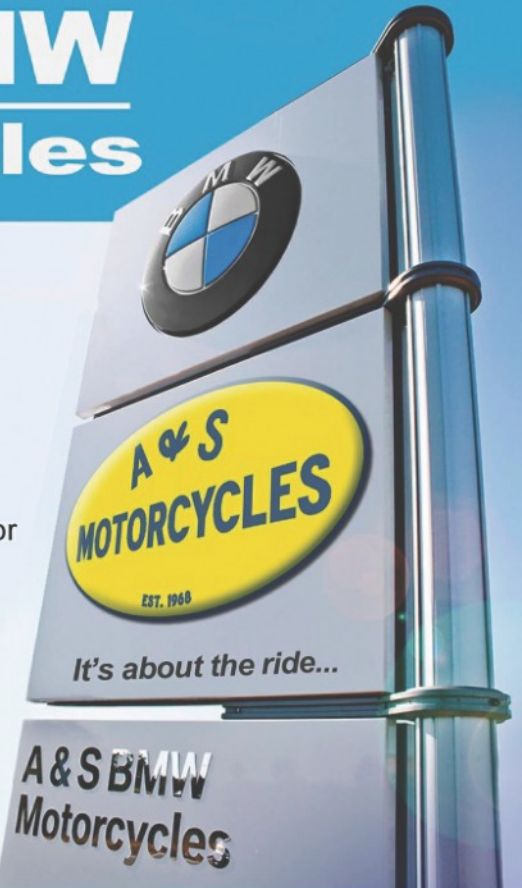
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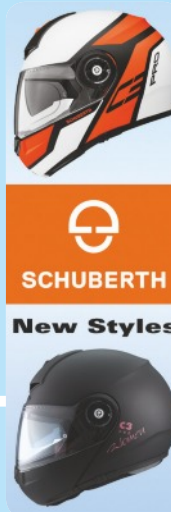
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**Board Member*

Events

Monthly Board of Director Meetings

01 June 2019, 10:00 am 12:00 pm
Location - MotoGuild SF, 849 13th St.
San Francisco

2019 BMW MOA National Rally - Lebanon Tennessee!

13 June 2019 to 16 June 2019
Location - Wilson County Exposition Center,
Lebanon Tennessee

June Member Meeting (BOD Election) and Campout - Finnon Lake!

29 June 2019 5:00 pm
Location - Finnon Lake Campground,
9100 Rock Creek Road,
Placerville, CA.



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