

JANUARY 2020

# NORCAL NEWS



Ride to Camp

Camp to Ride



**This month featuring:**

Fred and Ed riding through Central America

TomTom Rider 550 GPS review

**BMW Motorcycle Club of Northern California**

## Presidents Column

Happy New Year to all our members. I hope you had an enjoyable and restful holiday. For the almost 70 members that joined us for the annual Holiday party at Sam's Café in Tiburon, I am sure you started off the season with a bang. It was great to see everyone in their "street" clothes and meet many of their spouses and significant others. The food was great and the gift exchange didn't disappoint, although the famous tool set seems to have gone missing!

With both the October and November meetings being canceled we put together a December campout at China Camp State Park just outside of San Rafael. We had a wonderful ride up to Mt. Tamalpais followed by a ride up the coast, out to Occidental then back. The weather was perfect for the ride. We had about 15 join us for the ride and 10 diehards for the campout. While the grounds were a little damp, the weather was great and we had a fun time enjoying some of the spoils of the gift exchange around the campfire.

Every year when I am riding in December I am reminded of what a great place to live if you like camping and motorcycling with our year-round opportunities. It's depressing to read about all the Midwest riders packing up their bikes for the winter. We have a great set of upcoming rides in January to Clearlake State Park and February to New Melones so be sure and sign up and take advantage to put some miles on your bike! If you are looking for a big adventure check out our Baja tour right before our annual Death Valley campout. As a reminder we will hold our final vote on the updated bylaws at the January meeting.

This year the BMW MOA National Rally is in our "backyard" in Great Falls Montana. The registration just opened up with excellent early bird pricing so be sure and sign up early if you are planning to attend. It would be great to have a strong representation from the Club attend. We will be working on plans for the rally this month and will post the details on our webpage shortly.

I want to give a shout out to Walter Gates and Gene Austin who reached their 35 and 25 year anniversary, respectively. Be sure to congratulate them when you see them next.

Lastly, I want to remind everyone that riding in the winter is inherently riskier so be sure to have tires with plenty of tread left and keep your speed down, especially in damp conditions or on roads with a lot of debris. Hope to see you at Clear Lake

*Kevin Coleman*

### Member Anniversaries

Congratulations to all of our members that reached a milestone anniversary during 2019. Thank you for continuing to support our club year after year. If you have not received your pin please contact our vice president Jeff Zane

([vicepresident@bmwnorcal.org](mailto:vicepresident@bmwnorcal.org)) and we will be sure you get a pin

#### Five

Paul Bosco  
Kenneth Campbell  
Bruce Fournier  
Randy Fujishin  
Peter Hamel  
Lance Harrison  
Mike Ledbetter  
Scott Maas  
John McGraw  
Fred Montano  
Chris Valverde  
Christopher Whitene  
Ron Vieira

#### Ten

Bob Berner  
Tandy Bozeman  
Ted Crum  
Jonathan Lindell  
Ralph Wholey

#### Twenty-Five

Charles Petrie  
Gene Austin

#### Thirty

Ron Cash  
Russ Drake  
Pat Holland  
Sam Hudnall  
Steve Dabrowski  
Greg Hutchinson

#### Thirty-five

Walter Gates  
Mike Morlin

#### Forty

Dave Reimers

Thanks to Fred Montano for allowing me to use his blog and pictures from his South America trip and the following members who submitted photos - Jeff Zane, Ric Klain, Mini McMahon, Chris Weld, Buddy Scauzzo

*John Ellis Editor*

## December Ride and Camp to China Camp

About eleven showed-up, 8 camped. Damp ground, cold evening but with fire and no rain. Lot's of food'n drink, heavy on the latter.





# 2019 BMW NorCal Holiday Party Sam's Anchor Cafe



# TOMTOM Rider 550 GPS Review

In the April 2019 Norcal Newsletter I wrote an article describing the GPX “standard” used to transfer routes and tracks between GPS devices. Soon after I started looking around for new GPS to replace my old Garmin Nuvi 350. The screen had pretty much gone and for some reason it had lost its sense of time resulting in a blinding daytime screen at night.

Many riders now rely on their phones for directions, but phones have the disadvantages that they might not be weather proof, they can overheat and shut down after sitting in the sun all day, and be unable to refresh the downloaded maps when out of cell phone range.

There are only two companies selling motorcycle GPS systems in the US; Garmin and TomTom. Garmin currently sells only 2 models, the Zūmo 396 (list \$399) and Zūmo® 595LM (list \$699). TomTom current model sold in the US is the Rider 550 (list \$399). The Zuma 595LM is way too expensive for me so the choice was between the Zūmo 396 and the Rider 550.

The biggest advantage for Garmin is that it's the GPS make of choice for NorCal members. The GPS that BMW sell is a packaged Garmin. This should make sharing Garmin GPX files easy, and most of the time this is the case. However, the popularity of Rever is an issue since the Rever generated GPX route files cannot be directly loaded on a Garmin. I have converted a number of Rever files to Garmin format using BaseCamp. Another plus for the Garmin is that user interface hasn't changed much in the last 10 years, so the learning curve when buying a new one is short.

I do however have some issues with Garmin. The only route planning software currently available for Garmin is BaseCamp. BaseCamp is clunky to use, has a lot of functionality but Garmin have stopped development on this product. Other newer Garmin products like watches and fitness devices have their own smart phone apps, but there is nothing that supports their Zumo products. It is hard to imagine, given the total market size for motorcycle GPS and current company focus that Garmin will ever develop a BaseCamp replacement.

In the past when I go on a long road trip, I have always generated the all the routes ahead on time using BaseCamp on my home PC. My big problem is when I am on the road and need to create or modify a route. Entering a route directly into a Garmin is difficult. I know its possible but its so ugly. All waypoints have to have a full address including a specific number on a specific street in a specified town/city. Forcing you to enter a street and number is a total crap shoot. It's OK if there is Main Street or a 1<sup>st</sup> Street as an option but randomly picking a street can send you miles off track. I remember I was in Colorado a couple of years ago and selected a town as in intermediate destination. Unfortunately, this “town” was a few buildings on the highway, and about 20 square miles of farms connected by dirt roads. Needless to say, we visited a few farms that day.

Although Garmin no longer charges extra for map updates (lifetime maps included), the maps only cover the region where the unit was purchased such as USA/Canada or even USA only. They charge extra for maps to other parts of the world.

TomTom has a piece of software called “MyDrive” which runs on a Web Browser or as an Android or IOS (iPhone) app. This application was purchased from a company which developed it to support different GPS vendors. Now it only supports TomTom devices.

I signed onto the MyDrive application from a browser on my PC and played around with it. You can do this without actually buying the GPS device. I tried importing Garmin GPX routes and Rever tracks. Both seemed to work fine. It is a very intuitive interface. Just point at a location on the map and it becomes a waypoint in a route. It's easy to drag a route so it follows a particular road. The really neat thing is that once you have created a MyDrive account all the routes are held in the network cloud, and show up automatically if you open (and log in) to an MyDrive app on your phone or tablet. The same mechanism allows the file to be downloaded to the Rider 550 which can connect to the Internet through built in Wifi or through a Bluetooth link to your phone. If you delete a route or location it gets deleted everywhere.

I fell in love with the idea of being able the MyDrive phone app to plan next day's route when on a long road trip. This is the reason I selected TomTom GPS.



The TomTom Rider 550 was sale at Amazon in April for \$292 pulled the trigger and bought one. (It was discounted to \$239.99 over Christmas.)

So, what's it like?

The TomTom Rider 550 is the second-generation device. There were problems reported with the original Rider 400/450 such as slow speed processor and leaking water. These problems have been solved in 550. Physically it's a pretty substantial piece of kit roughly

an inch deep. Included in kit is a power supply, and a handlebar mounting kit. The GPS just slides into place with connectors on the back – no connector to plug in. The mount allows it to be swiveled round in to a portrait or landscape mode just like your phone. It looks and feels like a well-designed piece of hardware.

The interface is radically different to the familiar Garmin, and I spent much time was spent reading through the on line manuals to figure it all out. TomTom is based in Europe and this is obvious when looking the example maps. It comes loaded with a file containing POIs, which would be great if you were riding in Germany. Other POIs can be picked up on line, and easily installed. I added McDonalds and Camp Sites of North America.

The TomTom comes with lifetime (as long as the thing keeps working) worldwide maps updates. It comes with a map package that includes Canada, USA and Mexico installed. New country maps can easily be added and deleted. It also comes with free traffic alerts, when connected to the Internet through your mobile

phone. If it finds congestion on the route ahead, it will offer alternative routes.

One nice feature is that if you enter a destination directly into the GPS, it will offer a choice of three routes. Along with fastest route and shortest route it is possible to select from 3 levels of winding/hilly roads.

One route avoidance option that I enabled after my first ride using was "unpaved roads". Some of the unpaved roads it was trying to re-direct me on were less than dirt tracks.

The brightness of the screen is OK but was enhanced by a shade purchased on Amazon for \$12. I normally use 1.5x powered readers for general reading and computer use. I don't wear glasses when riding and I have no problem reading the directions on the Rider 550. (much better than my old Nuvi 350)

The route files that get downloaded to the Rider 550 are in a proprietary format called ITN files, and waypoints (which are called stops by TomTom) are limited to a maximum of 256, which is not really a practical limit. ITN files can be shared using the MyRoute application by sending an email or even airdrop between Apple phones.

Although Routes or Tracks can be created using a web browser, phone or tablet MyDrive apps, only the web browser supports a route or track import. For example, the importation of a Garmin GPX route file needs to be done through the web browser interface. I have done this on my Android phone using a chrome browser and also on my iPad (running IOS 13+). Just make sure the phone/tablet does not automatically switch to the on-phone app. I don't have an iPhone, so you would need to check if this will work.



Because of its wireless connection, the Rider never needs to be removed from the bike. I can plan a route on my PC or iPad, walk out of the house and while the bike is warming, up the route is magically being downloaded from the Internet to the Rider.

Just remember to set up a hotspot on your phone to allow it connection to the Internet.

Can be set to receive incoming phone calls and SMS messages but I do not used these features.

So, would I recommend it to others. Well I recommended it to Fred Montano for his South American adventure. Free world maps and ability to plan routes on a phone or tablet while on the road is a big advantage.

*John Ellis*

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## CalMoto Mountain View operations move to CalMoto Livermore.

As of November, CalMoto has consolidated all Mountain View operations with CalMoto Livermore. CalMoto intends to continue to fully support customers located in the South Bay and Peninsular by opening an "Annex" at the current location in Mountain View.

For service and repair CalMoto offers free motorcycle pick up and delivery service for South Bay and Peninsula customers when the service costs exceed \$600 (some geographic limitations will apply) and for service or repair less than \$600, a fee may apply).

Alternatively the customer can drop off and pick up a bike at the service drop off in the Mt. View Annex at no charge. A truck/trailer will pick up bikes from this Mt View location between 8am to 9am every Tuesday and Thursday morning. After first booking an appointment, bikes can be dropped at anytime using the key drop box that was in use previously for night drop off. The truck/trailer will return bikes to the Mt View location between 5pm and 6 pm every Tuesday and Thursday and keys will be left in one of 6 newly installed lockers. The number of the locker

and combination to the locker will be sent to the customer by email. This will allow the customer to pick the bike up at any time.

Parts, accessories and clothing that are in stock at the Livermore location can also be delivered to the above mentioned lock boxes. Parts drop off will be on Tuesday and Thursday evenings.

All current customer special orders placed at CalMoto Mountain View will be shipped free of charge to the address on file. All customers with existing special order deposits on bikes will be transferred to CalMoto Livermore. Customers may choose to have their bikes either delivered free to their local residence, pick up from the Mt. View Annex, or visit the Tri-Valley location.

All customers who have "We-Owes" from bike purchases, Parts orders or Service orders from our Mountain View store will be honored at CalMoto Livermore. All gift certificates and A/R credits will be honored at CalMoto Livermore.

Any questions please call 925-583-3300.

The new, combined location in Livermore harnesses over 38 years of experience as a motorcycle dealership and boasts a 14,000 square foot facility that will carry BMW, KTM, Energica, Vespa, and Vanderhall.

## Me and every campfire EVER!



Submitted by Chris Weld

## Laurent Vailly, a NorCal member

won the BMW MOA Foundation customized, military-themed BMW R nineT Urban GSs designed and built by Twisted Throttle. Laurent has decided to sell the bike, so unfortunately we won't be seeing on a ride anytime soon. .. shame



# Fred and Ed cross Central America

Fred Montano is keeping a blog of his trip to South America. At the time of preparing this newsletter Fred and Ed Perry had just reached Panama City. Fred's description of their ride through the Central American countries makes for interesting reading. This article is based on Fred's blog and posted pictures.

Our plan was to visit Mayan ruins at Tikai in Guatemala. We found a suitable road to the Guatemalan border on the GPS. We left the hotel in San Cristobal de las Casas, Mexico and headed towards Pelenque. The ride, once again was so very scenic. The topos (see picture) were many and kept my eyes on the road. Just before Pelenque we turned on a road that took us to the Guatemalan border. We arrived at the border and we went to the Bancocomer Bank to get our import deposit. This took about 45 minutes. Then we went to the Guatemala immigration which turned out to be a hoot. We parked in front of



a parked bobtail truck that was the front of the customs office. As we walked in, a lady sitting at a messy desk, got up and woke up the customs officer who was napping in the next room. He came over and sat down. His hair was sticking up and messy. He was disorganized and took a few minutes to ask us for our passports. As we stood there answering questions, a man walked in with six fish he had just caught. The scene was unreal. The customs guy stamped our passports and we were sent to the vehicle import customs office.

The steps going into the truck were as steep as a ladder and dangerous. The office was small and had just enough space to stand at a narrow counter. Ed was talking with an older man as I arrived in the truck. As I stood waiting, a younger man called me to his desk. He said he would help me. He was quick and finished our initial form. Ed was still trying to get through but his officer was not very efficient. They



needed copies of our drivers licence, registration, and passport; so we were sent of the street to get the copies. We got copies and exchanged money. It was hot and I was perspiring a lot. Then I went back to the customs truck. Then we were sent back up the street to pay for our import permit. This took about an hour at the local hardware store that is also the official bank for customs (go figure!). Then we went back to the customs truck, up the steep stairs and the customs people. Ed was with his inefficient guy, and I got there and the young officer.

We finally got our stamped paper import permit. Now we were ready to go after 2.5 hours.

Oh no... Now we had to get our moto's sprayed with a chemical. I found out later that this is part a of the Moscamed Program which is intended to prevent the spread of the Mediterranean fruit fly. We were lucky to be on motorcycles - car interiors are fumigated with god knows what chemical. Of course this cost a fee of 30 quetzals. Holy Molly - I couldn't wait to get going towards Flores with a planned visit to Tikal.



Looking back towards the Mexican border

We rode on a nice road with many, many topo's. Then it started raining and the road changed to rocks and wet dirt. We arrived at Flores and found a Hotel that let us park our bikes in the lobby. We checked in wet and hungry and then went to Burger King, two blocks away. Ready for a shower and rest. Tomorrow we will ride to Tikal, about 40 miles away (and hope it doesn't rain).

Tikal is a well preserved Mayan ruin. The Indians were having a special gathering. Plenty of fire, smoke, dancing, Xylophone music, drinking, and kids everywhere. Almost like they were celebrating our arrival.







After riding a 260 miles Ed needed a cup of coffee. We stopped at the Cafe Paris in Río Dulce by Lake Izabel. Lake Izabel connects through navigable rivers to the Caribbean. Here we met Marcus Hayward who has been traveling the world on a boat with his wife for 7 years. Next stop Antigua.



**Antigua** is an historic city. The streets are rock and a bit difficult to ride on. Traffic is thick especially in the evening. Indian lady's and men are out selling their crafts. The building are well preserved a beautiful. It was raining when we arrived. The hotel we stayed at the first night was a dive. We moved to a better hotel the second night.

**Guatemala to El Salvador.** It was a challenging day. We oiled our chains and adjusted them. We put on our rain gear and left for the El Salvadoran border. I programmed the GPS for Santa Ana via Guatemala City (about 135 miles total). The traffic is very thick, diesel smoke, and small motorcycles going in and out between cars like bees. As we got close to Guatemala City my GPS got stuck in a loop. We went around at least three times. We finally stopped at a McDonald's to reset the GPS, and got on the right road to the Salvadorian border. It rained almost all the way. We arrived at the border and it took 2.5 hours to clear Guatemala and get a visa and import permit for the motorcycles into El Salvador. This was with the help of a local man helping us get through the very inefficient system. We paid our helper 200 quetzals (\$26) and it was worth the money.

We left the border and rode toward Santa Ana (we were told it was 15 minutes ride). Well, an hour later, riding in the dark in the rain and dodging potholes; we finally arrived in Santa Ana. Now we were looking for a hotel. I saw a hotel on the opposite side of the road. So I went around the roundabout and took a street that ran along side of the main road. Wow, it turned out to be dirt, had large holes, and wet from the all day rain. I stopped as I realized the mistake in the choice of road. Ed thought it was a good off road challenge. So he took off. I followed him. Ed got a few yards and slipped on the very slippery mud. I noticed what had happened and slowed down. My front wheel slipped on the mud and I went down in a large mud puddle. Darn!!! Thankfully a few Salvadorian guys stopped and helped me pick up my bike. It kept slipping so we had to work a little to get the motorcycle up. I finally got on and rode it to firm ground. In their meantime Ed got his bike going and got on the road. I saw him as I was walking to help him and we got back together. We rode to the Tolteka Hotel and checked in. We were all muddy, tired, hungry, and rattled. It was good to get off the bikes and shower, eat, and go to bed. The good thing was that neither we nor the bikes, were hurt or broken. This was all part of the adventure.

**Santa Ana via San Miguel to San Lorenzo, Honduras.** We woke up to a cloudy sky but it wasn't raining. First thing was to get Ed's pannier frame fixed. Luckily the maintenance man at the hotel is a mechanic. He helped straighten the frame. We finally left to get some money at the bank. Unfortunately Ed's bank (First Republic) had a problem with their computers so he could not get cash. We went to a McDonald's (good WiFi and coffee), and he called his bank. Finally he used his Wells Fargo Card.

As we left Santa Ana the weather cleared and the ride was beautiful. The trees are green and unique the way they grow out and up. The fields are green with tall grass and they have many cattle, goats, and horses. Many of them are grazing on the side of the road. And they have horse drawn carts. Some of the carts have Brahman bulls pulling them.



We reached the Honduran Border and were met with a new challenge - helpers that force themselves on you as an assistant through a very incompetent system that takes a lot of time. They do this for payment of course. We decided to let them help us as we could not understand the system. One of the guys spoke English. He said he worked in Houston for a few years but lives in Honduras now. Even with paid helper we did the running around for copies, going to customs offices and moto import offices ourselves. After three hours and about \$75 each for



permits - visa and imports permits, we finally got going towards the Nicaraguan border a 100 miles away. The ride was on a good road and the scenery was very nice with wonderful mountains and volcano's in view. We arrived in San Lorenzo in the dark since it took so long to get through the border. We stayed at a good hotel and had a nice meal at the Frontera Restaurant close to the hotel.

**San Lorenzo Honduras to Guassaule, Nicaragua.** We got up to good weather and got going towards Nicaragua, once my GPS straightened out the route. The road was curvy with up and down hills, green vegetation. There are plenty of trucks, cars and small (150,200,250cc) motorcycles, and TukTuk scooters - three wheelers on the road. The road is good but still has potholes. We reached a immigration office where we had to show all our paperwork and get another stamp and then get another import permit for the motorcycles. This took another 3 hours. Then we got on our bikes amidst many many huge trucks and stopped at an exit checkpoint.

Damn! After standing in line and paying for a permit they did not give me a stamped form. I had to go back to the customs office and get the form. I got to the office, stood in line, again, and had to explain to them that they made an error. I returned to the exit checkpoint. They looked at the paper and waved me through.

Ed was waiting for me in a little dusty border town of Guassaule. On half of the town is in Honduras and the to other is in Nicaragua. We set off together and a few of miles down the road was the welcome sight of the Frontera Hotel in Somotillo. The Heffa (the hotel host) welcomed us and opened the metal gates for us to park the bikes. I had a good BBQ'd chicken, had a cold shower in a very small room, and went to bed, (and we were glad to be there).

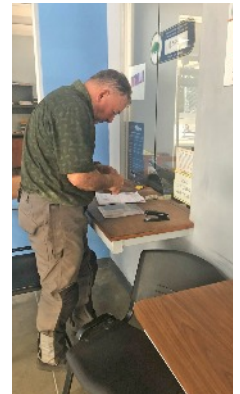
**Ride to Granada and Rivas, Nicaragua.** This was a good day of riding and enjoying the scenery. At one point they were herding cattle on the road. One big Brahman Bull just stood in the road and looked at me. I had to go around him. As we rode there were horses and cattle grazing on the side of the road. And horse drawn carts being driven on the shoulder. Very interesting! The geography is flat with green fields and mountains in the distance. The road is good and some of the best we have had. Some areas are tree lined with there branches touching across the road making it like a tree tunnel. A wonderful ride.



Granada is an old colonial town with many churches, plazas, restaurants, and retail stores. Also many locals selling crafts. It is a major tourist location. They bus boat cruise folks from a dock on the Caribbean side of the peninsular to Granada.

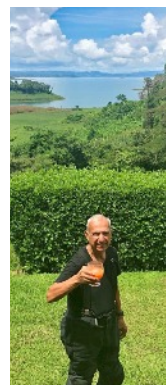
We had lunch and arrived in Revas early, about 20 miles before the Costa Rican boarder, and checked into the Europa Hotel. The Europa Hotel was a good stay. The owner is a older Austrian man. He is a character and speaks many languages. We had plenty of time to buy fruit and walk around. It was a good day. The little town is a main road to the border and very busy. Tomorrow we will go to Costa Rica.

**Revas Nicaragua to Upala Costa Rica.** - We rode to the border and arrived at 8:30am. Some helpers/scalpers came over to assist us but we were able to stop them from nagging us. It took 3 hours to exit Nicaragua and enter Costa Rica. It was hot and muggy by we finally got on the road. The roads are clean and quite good rolling hills, animal's, pastures, and mountains and volcano's. The clouds hang onto the top of the mountains, making it very interesting.



We rode to Upala Costa Rica. We arrived somewhat late because Ed could not locate an area (La Fortuna) where he has stayed before. His GPS has not been working properly and it led us astray. Walked the town, ate chicken, went to the pharmacy for Ed's itchy legs, and we went to bed. Another good day.

Got directions and programmed my GPS for Fortuna. On the way we stoppeded at a really nice coffee shop. The man there was





very hospitable. Brilliant views over Lake Arenal. Ed had a coffee and I had a juice. We headed off to La Fortuna.

**We arrived at La Fortuna** and saw a sign for a Sloth Farm. We decided to take a nature hike. We saw four Sloth's, a Toucan, ant farms, and a tree with a termite nest. The forest is very dense and there are hummingbirds and butterflies around. It was very interesting. Ended our Sloth tour and went to a very good Pizza joint.



San Ramon, Costa Rica

**Then we rode to San Ramon, Costa Rica.** It was a great ride through twisty heavenly forested areas. Little towns along the way. It started raining just

before we reached San Ramon. We checked into the San Ramon Hotel. Cost was 27,000 colons (\$47). It is so nice to be out of the rain.

We rode to **Santiago in Panama** from the border crossing . A long 400 mile day. It was a rainy ride but on nice roads. The landscape is getting flatter but the plants and trees are more tropical. The hotel in Santiago was run by Chinese and not in very good repair. It was cheap but small and no hot water. We took our time at McDonald's and departed to Panama City



Panama City Skyline



The ride to Panama City was on divided highway and straight. A bit boring compared to our mountain roads but it was welcome change after a challenging ride in Central America. We came down a hill and the view of the city was spectacular. We went over the bridge over the channel. We rode around the Malecon. The Malecon (or bay front) of Panama City is an area that connects the old town, the fisherman's wharf and seafood market and the new downtown business district. Stretching for miles, this waterfront

promenade has beautiful views of the entire bay. It is a scenic area local cafes, street food vendors, and parks.

The number of skyscrapers and their architecture is stunning. Our hotel room at Costa Hotel is on the 6th floor next to the pool and patio. The view of the city from here is terrific. We paid \$36 a night via hotel.com. This was the best hotel we have stayed at.

We walked around the city and had a good dinner at TGFriday's. This city is big, beautiful, and very active. A bustling city. We ate at a local pandaderia (bakery) in Panama close to our hotel.

Had my motorcycle washed. Finally got the mud from my fall in El Salvador off the bike.



Washing Clothes

Went to the Panama Canal today. It is a feat of engineering. We saw a cruise ship and a sail boat come through the canal. The museum and story of the building of the canal is very interesting.

At Cargo Depot at Panama airport. arranging air cargo for Moto's.



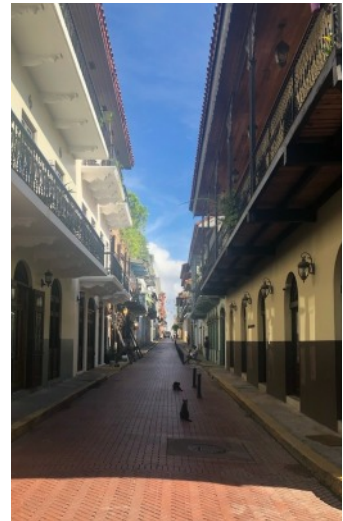
Teofilo Cargo \$925 to Bogota bypassing the Darren Gap.

Old town Panama City is a very interesting and beautiful historic area and is a huge contrast with the new parts.



A lot of money from all over the world has fueled this city. Geography and the Canal is a big draw for investment. I really enjoyed our walks through both new and old Panama City. Its a great place to visit.

## Old town Panama



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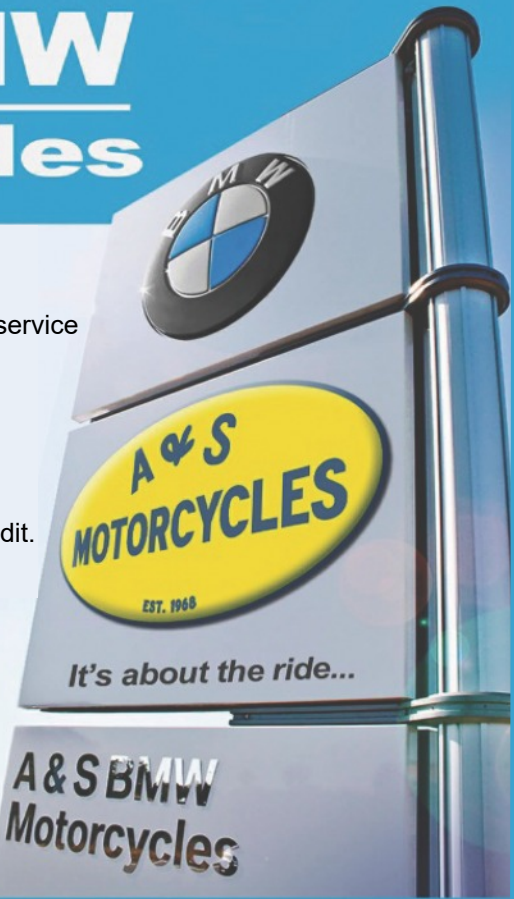
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\*Board Member

## Events

### Board of Director Meeting

01 Feb 2020, 10:00am -12:00pm  
MotoGuild SF, 849 13Th St. San Francisco

### January Member Meeting/Campout

25 Jan 2020  
Clearlake State Park, Kelseyville, CA

### February Member Meeting/Campout

**Fiddleneck Group Site G01**  
22 Feb 2020  
7589 Reynolds Ferry Rd, Sonora, CA 95370

### Board of Director Meeting

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

### March Member Meeting/Campout

**Death Valley Baby!**  
26 – 30 Mar 2020  
Death Valley NP

## Anniversaries

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

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