

MAY 2022

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

I'd like to start by thanking Russ Drake and his daughter Angela and son-in-law Scott, for hosting our April campout and meeting in La Grange. It was a lot of work to get ready for almost 100 members and guests who showed up for an outstanding camping experience. The dinner was excellent, and the two kegs of beer washed it down nicely. Plus, the fresh coffee and muffins in the morning were a nice treat! The Club excels when members offer their time, skills, and resources for our events. I would really encourage our members to step up and volunteer more. As we continue to enhance our member experience and increase our club ranks, the effort to put on each event increases and a few more volunteers who step up to own a task really helps balance the workload. I promise it's not as much effort as you may think and volunteering is a great way to support the club. All of our really great events like the Octoberfest, April Meeting, Training courses, Cross Border Rides, etc. came from past and current Board members and that's what makes our Club so much fun.

That was my rousing speech to encourage our members to run for election this June at the Negro Bar Group Campsite in Folsom on June 26th. While we will have an outstanding catered dinner with refreshing beverages, the primary reason to gather our members is to hold our annual election for the President, Secretary, Historian, and Treasurer. The specific duties are described in our bylaws. If you are interested in any of these positions, please talk to the current Board Members about the role. Each of these roles plays an important part in our club and the current Board will help you transition and support you during the year. These positions do not take a huge amount of time outside of attending our club meetings and or monthly Board meetings. What better excuse to go for a ride than to be on the Board! If you are interested in running for any of these positions or would like to nominate a fellow member,

please email president@bmwnorcal.org. The current Board has been serving continuously since before the Pandemic would certainly welcome the fresh ideas and perspectives of new board members.

Our 49er Rally is fast approaching and Mark Rodda and the entire committee have been working their tails off to get ready for what will be the largest 49er rally in a long time. We have lined up some outstanding training opportunities, riding events, speakers, vendors, entertainment, and giveaways for this event. I would like to recognize A&S Cycles in Rocklin for sponsoring our Saturday Banquet. It was an unexpected and generous donation! I would also like to recognize the Northern California BMW Motorcycle Dealers Association for sponsoring Helge Pederson from Globe Riders. His multimedia talks are outstanding. Finally, a huge shout out to Russ Brown Motorcycle Attorneys once again serving as a Gold Level Sponsor for the Club. This level of sponsorship is a direct reflection of the strength of the Club. We have many more vendors and sponsors listed on the website as well.

We expect more than 550 attendees this year in Quincy, CA. Given the size of the group, plus our decision to take on the cooking for the event, we will be needing more volunteers than ever to help on many tasks. Please look for an email from the club to sign up for volunteer tasks. Each one should take no more than 2 hours of your time and will help the entire team deliver an outstanding rally experience this year.

Stay Safe

Kevin Coleman President.

EDITORS CORNER

Being editor of this newsletter is a bit of a roller coaster ride. Last month I had nothing until days before publication date. This month it was pretty much filled within the first week of April, and I had trouble moving things around to fit in the La Grange camp out.

Big thanks to Ram Balaraman for submitting a write up of his first club camp out at Death Valley. Ran Bush provided his view of the Death Valley camp out entitled "One Day Too Late". Great title and very apt.

Kevin Colman submitted a well researched article providing a way for you to save money and remain safe.

Thanks to Mini McMahon and Ed Perry for pictures of the La Grange

camp out and Rick Webb for his historians report. Ken Castleman submitted a very useful camping check list. Great thing to have before that long trip.

I am truly grateful for all those that continue to support the newsletter and the club by submitting articles. Independent voices say that the NorCal newsletter is the best in the country. Let's keep it up by keeping those submissions flowing.

John Ellis

Crispy Patas Motorcycle Club's 6th Annual Crab Feed

This is the Crispy Patas MC's biggest fund raiser of the year. Proceeds support the club's charity work.

Held at San Lorenzo Village Community Hall
377 Paseo Grande, San Lorenzo CA

Saturday, June 4, 2022 4.30pm – 10.00pm.

Doors and Bar open at 4.30pm.

Dinner and Dancing 5.30pm to 10.00pm.

Raffle, Silent Auction, NoHost Bar, DJ/Dancing

Donation: \$75 per person



LEARN FIX AND RIDE

MOTO GUILD

TREASURE ISLAND SAN FRANCISCO (415) 624-3795

A DO-IT-YOURSELF MOTORCYCLE REPAIR SHOP



Locations in California include San Jose, San Francisco, Eureka, Fresno, Grass Valley, Inland Empire, Los Angeles, Martinez, Orange County, Sacramento and San Diego

Register at <https://www.gentlemansride.com/>

Death Valley is full of Surprises!

On my way to Furnace Creek With member Ken Castleman for the March meeting, we broke up the ride by staying in Ridgecrest on Thursday night. We walked to a nearby restaurant for some dinner, and came back to the motel and met this interesting character. He is from France and is on a "round the world" tour alone on this Yamaha Tenere 700. Note the map on his pannier and spare front tire on the side; there's a spare rear tire on the other side! We ended up in the same small café for breakfast the next morning. He was headed for Death Valley as well and got on the road a little ahead of us. We did catch up and rode with him awhile on Hwy 190. The three of us stopped at Stove Pipe Wells for gas and a short break, then waved adios. We didn't see him again, but wish him safe travels!

Steve Kesinger



49ER VOLUNTEERS URGENTLY NEEDED

FROM THE PRE-ENROLLMENT NUMBERS IT LOOKS LIKE THE 2022 49ER RALLY IN QUINCY WILL BE THE BIGGEST FOR MANY YEARS. TO MAKE THE WHOLE THING GO SMOOTHLY WE NEED A LOT OF VOLUNTEER HELP. THERE ARE MANY WAYS YOU CAN CONTRIBUTE INCLUDING HELPING WITH REGISTRATION, MANNING RALLY HQ, ASSISTING WITH MEAL SERVICE AND SETTING UP THE FIELD EVENTS. ALWAYS UNDER THE GUIDANCE OF ONE OF OUR CLUB COORDINATORS. WE ARE ALSO LOOKING FOR ONE OR MORE ENTHUSIASTIC PHOTOGRAPHERS TO RECORD THE EVENT FOR POSTERITY.

VOLUNTEERING IS A GREAT WAY TO MAKE NEW FRIENDS WHILE GREATLY ENRICHING YOUR OWN EXPERIENCE AT THE RALLY. WE WILL SEND AN EMAIL TO ALL REGISTERED ATTENDEES IN EARLY MAY WITH A LINK TO A SIGNUP SHEET (JUST LIKE LAST YEAR). PLEASE WATCH YOUR EMAIL FOR THAT MESSAGE. ALTERNATIVELY, YOU CAN GO RIGHT TO THE SIGNUP SITE BY CLICKING THE LINK BELOW.



HERE IS THE LINK: [HTTPS://WWW.SIGNUPGENIUS.COM/TABS/13577D800A1CAEAC5AF6-2022RALLY](https://www.signupgenius.com/tabs/13577d800a1caeac5af6-2022rally)

25TH JUNE ELECTION MEETING AT FOLSOM STATE PARK

The follow Board of Director positions are up for re-election

1. President
2. Historian
3. Treasurer

Please review the club bylaws to better understand responsibility, or contact a Board Member for more information on specific role.

New blood is critical to continued club evolution. Please consider standing for one of these positions.

NorCal's 49er Rally - Sign Up Now

The 50th 49er Rally will be held at Plumas County Fairgrounds in Quincy, California from May 26th to 30th.

Four nights of grassy tent camping (or RV hookups if tents are not your thing) along with hot showers, cold beverages, live bands, a beer garden, great speakers and moto-centric vendor booths.

This years Saturday night dinner is included in your registration fee.

Rawhyde will run beginner and intermediate off-road training programs and we will continue our basic pavement-only motorcycle skills program. In addition, Road Guardians will run their Accident Scene Management training sessions.

For those interested, you can complete in the English Trials, or step up to the next level with the GS Challenge, but if you are more inclined towards on road riding there will be a poker run, with prizes for the winners.

For more details or to register for this event go to 49erRally.org

The 49er Rally is open to all makes of motorcycle, but those that attend this event on a BMW will have an opportunity to join BMW Norcal motorcycle club.

Thank you BMW NorCal !!

A week ago, over a cup of coffee, Suresh mentioned that he was going on a motorcycle trip to Death Valley along with two other bikers. He also mentioned that the spouses of the other bikers will be joining but Shreelata cannot join. Seeing a twinkle in my eyes, he said:

"Care to join me on this trip? But, you should be prepared for a long ride, awesome scenery, and minimal comfort!"

Suresh popped this invitation just 4 days before the trip start date. I had never been a rider or a pillion rider on a motorcycle in the US before. I rode a small motorcycle in India 50 years ago. The offer to experience the thrill of bike riding again was very tempting and I could not resist.

Suresh put together an (almost fitting) outfit for me and we left Palo Alto around 10 am. Getting on and off of the back, as a pillion rider, was a big challenge for me and was a greater challenge for Suresh to maintain balance while I

tried my gymnastics 🤸🏻‍♀️🤸🏻‍♀️

Our first stop was to join Marcus Fromberg and David Halliwell and their spouses Heike Schmitz and Katherine Marshall. After some discussion of routes, we took off with Marcus & Heike on one bike, David by himself on another bike, and Kathy driving a swag wagon. Suresh was extra careful in making sure that I was safe and enjoying the ride. The rush of the wind against the face (despite the helmet) was exhilarating, and not being confined inside a car was very liberating! En route, seeing the bikers waving to each other, you realize the friendship and the sense of community that cuts across all boundaries and fills you with pride.

After about 4 hours of riding, Heike decided to go with Kathy in the swag wagon. By this time, my back had started complaining and an offer to join the swag wagon was irresistible 😊.

We reached Death Valley campground the following day after an overnight break at Kernville Inn (excellent choice and was thoroughly enjoyable). I had a great time getting to know David/Kathy and Marcus/Heike over lunch and dinner.

The first person I ran into while pitching our tent was John Notch. John recounted how he started at 2am from Santa Cruz in the rain and had driven 500+ miles to get to the campground! In spite of the long day, he was extremely affable and made me feel at home instantly!! More campers started arriving and soon the campground was full of excited voices and greetings!! It was great to see the joy in everyone's face. It brought back to



my mind the TV show Cheers Theme song: "Sometimes you want to go where everybody knows your name and they are always glad you came".

The air was filled with BMW techno jargon. "I am riding R1200RS"; "What happened to your Kxx?"; "Got a good deal on eBay..."; "ATGATT"; "Airhead", etc. Technical tips and new gizmos. Fascinating. I am more and more impressed by the camaraderie and the depth of knowledge and expertise in the group.

Even though I had been to Death Valley before a few times, I had not been to the Furnace Creek area and was not expecting an oasis. The sight of a golf course with tons of palm trees against the backdrop of mountains was very enchanting. The selection of Furnace Creek for the club meeting was definitely a good one. The Ranch 1849 Restaurant added to the charm.

Next day Suresh and I explored the nearby areas. Dante View was incredible and I didn't have the heart to leave the place. By evening, all of us slowly drifted back to Section 5 of the campground for the meeting.

The meeting started with announcements of anniversaries and birthdays. Next agenda item was the greeting of new members. Quite unexpectedly Suresh thrust me into the center announcing me as new to the club.

"So, which model are you driving?" was the first question.

I had to sheepishly admit that I had driven nearly 50 years ago on a tiny Royal Enfield bike in the streets of India and only now experiencing the joys of biking again. I went on to explain how I ended up being there, thanks to Suresh's invite, and how I was thoroughly enjoying it and feeling very connected. Everyone was super supportive and were encouraging me to get my bike soon and offering help. Meeting moved onto other topics and the next meeting venues.

Sitting by the campfire, sipping beer and enjoying good food was very memorable and time passed by very quickly. Back in the tent, we had to start getting ready for leaving early the next morning.

Next morning, John gave us a wake up call on his ukulele and it was very melodious.

Now back in my home, I am sitting and recollecting the trip. I cannot thank BMW NorCal enough for giving me an opportunity to be part of their club meet and letting me experience it. I am very impressed by how well the club is run by the volunteers, and how thorough the preparations were. I got to meet lots and lots of interesting people and I am hoping to be back and experience more with my own bike! (after my travels abroad for next 5 months)

Thank you BMW NORCAL 🙌🙌😊😊

Ram Balaraman

AFTER MARKET TIRE PRESSURE MONITORS BY KEVIN COLEMAN

I know some people really dislike tire pressure monitor systems (TPMS) or don't think it's a necessary feature but I appreciate the system on my R1200GSA. I don't have to check the pressure before a ride and more importantly, if I experience a fast leak, it will alert me with a message on my dash. However, one complaint I have is the exorbitant process of BMW OEM pressure sensors and the fact that batteries are not easily replaceable. The list price of a full replacement set is well over \$500 from BMW. While there are cheap knock-offs available online, the lifespan of these devices is questionable. I am sure there are stories of the \$30 versions lasting a long time, however most of the people I have talked to say they fail very quickly.

It's not an easy swap, having to remove the tires to fix, so I much prefer the real versions. There are lots of videos online on how to replace a battery and Delf Hedde recently published an [article](#) on his experience. It's definitely a more compelling option if you have to pay the OEM price but with the price of these aftermarket sensors, the option to replace them with brand new sensors makes great sense.

OE Sensor Part Number Cross Ref

7653494	7694420
8521796	8521797
8532731	8532732
2412417	7653494
7694420	7914365
8521796	8521797
8532731	8532732
8567683	9832032

However, Schrader is now selling a [BMW compatible TPMS](#) that works with a great number of BMW motorcycles including R1200 models going back to 2010. The part number is 3141M and you have to pair it with an appropriate valve stem for spoked wheels or bolt if you have the cast aluminum wheels. See below for a current listing of Original Equipment Part Numbers compatible with the Schrader 3141M sensor.

As a nice bonus, if you have spoked wheels, you can install the right-angle valve stems used on the r1250 models. For me, this is a great bonus as it's pretty hard to fill your tires with a gas station air pump if you don't have the right-angle stems. The valve stems come in black or silver. My 2018R1200GSA takes the 11.5MM version of the valve stem. That's probably the case for all BMW spoked wheels but verify before ordering. Also, the sensors weigh less so you don't need as many balancing weights on your rim.

The only challenge is that the 3141M is not readily available from US suppliers. I found a few on ebay and another vendor however the prices were still pretty high. The best place to order them from is [Autotechnik24](#), an auto parts supplier in Germany. You can get a pair of TPMS with the valve stems for 150 euros plus 30 euros to ship to the US. This is a 68% savings from the OEM version! If you find a friend that also needs new sensors, you can share the shipping cost for an even lower price.

Changing the sensors is very easy once you have removed the tires. If you do one tire at a time the motorcycle will recognize the new sensor automatically without any programming. Otherwise, you can use a GS911 or Motoscan App on Android to reprogram your bike with the proper serial numbers. I recently replaced a faulty monitor on my rear wheel and the bike had no issues recognizing the new TPMS after a short ride.

Example of Service Kit



Schrader 3141M Sensor



Motorcycle Service-Kits*

PN	DESCRIPTION
5077M	Schrader Motorbike Service Kit, Angled Valve Stem 80°, 8.5mm Valve Hole
5078M	Schrader Motorbike Service Kit, Angled Valve Stem 80°, 11.5mm Valve Hole
5080M	Schrader Motorbike Service Kit, Straight Valve Stem, 11.5mm Valve Hole
5081M	Schrader Motorbike Service Kit, Bolt
5082M	Schrader Motorbike Service Kit, Angled Valve Stem 80°, 11.5mm Valve Hole, Black
5083M	Schrader Motorbike Service Kit, Straight Valve Stem, 11.5mm Valve Hole, Black

*The motorcycle sensors are sold without the valve, please make sure to buy an applicable service kit for the installation.

BERND JR SON OF BERND ROSEMEYER



I found this picture in the book "Speed Was My Life by Alfred Neubauer", the racing manager with Mercedes Benz from to 1930's until the 1950's. The picture was probably taken early 1939, since Bernd Jr's father died when he was only 10 weeks old.

Bernd Rosemeyer was arguably the greatest of the pre-war racing drivers. Originally a motorcycle racer, he joined the Auto Union race team driving a rear engine car designed by Ferdinand Porsche in 1935. The car was extremely difficult to drive, but it is said that since this was the only race car he had driven he did not know the difference. His cornering style had the back hung out at a 90 degree angle.

In 1936 he won the German, Swiss, and Italian Grand Prix to become European champion. His extraordinary eyesight helped him to his victory during the German race driven in thick fog which earned him the nickname Nebelmeister ("mist master").

Rosemeyer died on 28th January 1938 when attempting to take a speed record from Mercedes on a German autobahn. It is believed he was running at over 265mph when his car was hit by a cross wind causing him to crash.

The motorcycle pictured is a 1939 BMW R51. The R51 was the first BMW motorcycle made after the war, and continued in production until 1955.

ONE DAY TOO LATE

My ride to the Club meeting at Furnace Creek this year started out really well. I planned to ride down with Chris Weld on Hwy 25/Peach Tree-Indian Valley on Thursday morning, spend the night in Atascadero, and then ride Hwy 58 and Hwy 178 into Furnace Creek on Friday.

I live in Richmond, CA and it is always unpleasant to have to lane-split on a weekday morning to get to Hwy 101 South. Chris suggested that I should ride over to his place in Pacifica on Wednesday night, and we could then get on Hwy 280 and down 101 to Hwy 25 on Thursday morning without too much commuter traffic.

Good plan. We rolled out Thursday at the crack of 9AM and headed to Tres Pinos for breakfast at Flapjacks. Because Hollister has gotten so big and there are so many stoplights, we took the Hwy 25 exit off Hwy 101 but then took Shore Road through Dunneville and other sideroads to bypass most of Hollister. When we got to Flapjacks, we noticed Eva Mae's Cafe next door and decided to try it out. It was a very good meal, and the Mom and Pop that run the cafe were nice folks.

We also got lucky on Hwy 25, beautiful weather, almost no traffic in front of us, and we had a nice ride down to Peach Tree. We stopped for a break and then rode to San Miguel for fuel. Again, no traffic on Peach Tree-Indian Valley, but the pavement was pretty rough in several spots.

I had booked a Best Western in Atascadero, and when we got into the room Chris complained because there was only one chair and he had to sit on a bed. I went to the breakfast room and got him his own chair. Then he complained because the chair didn't swivel. But the hot breakfast next morning was tasty enough for Chris to slightly upgrade his opinion to call it a "Best Western Minus".

Friday AM we left Atascadero and rode down Hwy 101 to Hwy 58 East. Shortly after leaving Santa Margarita, we came up behind a few cars and a flagger. I rode to the front of the line and made small talk with the flagger, and Chris followed me. When the flagger waved us through, we had Hwy 58 all to ourselves until McKittrick. Beautiful ride.

Chris and I had talked about taking Bodfish-Caliente Road to Lake Isabella to avoid riding through Bakersfield but it was getting late and we decided to go up Hwy 99 to Oildale and get around Bakersfield on the Alfred Harrel Hwy to Hwy 178.

We only had to pass 3-4 RV's and cars on Hwy 178 and we had it to ourselves all the way to Lake Isabella. We had a nice lunch

at Nelda's and got back on the road to Ridgecrest, and Furnace Creek.

We made Saturday a rest day and hung around camp visiting with people until we rode over with John Parodi to the restaurant for lunch. Club meeting on Saturday night, followed by a little food and drink and more visiting around the camp fires.

On Sunday morning, a lot of people started packing to leave for home because of the reports coming in of inclement weather on Monday. The wind was definitely picking up. But Chris and I decided to stay Sunday night and so we went for breakfast at the restaurant and then rode out to Dante's Peak and Artist's Canyon. When we got back to camp, the wind had flattened Chris's tent and broken a tent pole.



I spent the rest of the afternoon walking around the (emptying) group campsites, helping a couple and their young daughter take down their new Coleman tent that had ripped apart in the wind and was unusable. They decided to drive to Pahrump, get a hotel, buy another tent and come back on Monday. I hope that worked out for them.



I also loaned my tent stake hammer to a young man from Philadelphia, PA who was trying to stake down his small tent with a flat rock. I noticed that he was holding his tent down with three cases of bottled water. I asked him and he said he wasn't sure if there was water available in Death Valley. Sounds like he didn't do much trip research.

He was also trying to set up his tent in an open area, and I suggested that he should get into the trees to avoid the wind and get some shade. He asked me if there were snakes and I told him no. Google is your friend, kid.

Back at our camp, we moved Chris's tent into the trees and repaired the broken tent pole. The wind hadn't let up, and we decided not to have a camp fire. On Monday morning I woke up and the inside of my tent and all of my gear were covered with fine Death Valley sand. The wind had knocked down Chris's tent again, but he just toughed it out and tried to get some sleep.

On Monday morning there was only one other rider left in



John left us to go see his North Lake Tahoe friends and Chris and I stopped for a break in South Lake Tahoe. The sun had come out and we were warming up. We got onto Hwy 50 headed for Placerville but didn't get 10 miles before we came up on a long line of cars behind another flagger. I rode to the front and talked to the flagger to find out there were several crews cleaning up the destruction from the fires last year. Once we got past that flagger there were two more stops and we waited for more than an hour until we got past them. The good news was that we now had Hwy 50 all to ourselves all the way to Placerville.



camp, John "Wolfman" Klim on a KTM. We invited him to ride with us and we decided to take Hwy 190 to Olancho and then eat in Lone Pine. We were going to ride to Minden NV, get a motel, and ride Hwy 50 home on Tuesday, John was riding to North Lake Tahoe to see some friends. We stopped in Panamint Springs to put on another layer. It was getting cold.

We had lunch at the Totem Cafe in Lone Pine and rode Hwy 395 North. The rain caught us in Independence, CA and it rained hard and cold. When we stopped for fuel in Bishop, the rain had let up. A guy at the next pump asked where we were headed. When we said "Minden" he said he'd come down from Minden and it was snowing there. Change of plans.

Since it was still early afternoon, we decided against getting a motel in Bishop, and we would ride to another larger town and stay the night. Maybe because of the hypothermia, we decided Tonopah was a good destination. We got to Tonopah after riding Hwy 6 and Hwy 95 under gray skies at altitudes of 4000-4500 feet all afternoon. Chris told me later that the thermometer on Chris's bike read 31 degree air temps.

We decided to bypass the scary-looking Clown Motel and get a room at the Best Western High Desert in Tonopah. We all slept better than the night before. On Tuesday morning, we waited for John "Wolfman" Klim to pack all his gear back on to his KTM, and then we backtracked on Hwy 6 to get to Hwy 95 and then to Hwy 50 near Fallon, NV. I had never ridden that area, so I didn't mind the backtracking. Walker Lake was pretty and the Ordnance Museum in Hawthorne could be worth a visit some other time.



By now it was about 3PM on Tuesday and I was getting worried about having to lane-split through the Sacramento afternoon commute traffic. Traffic turned out to be not too bad, and we got to Hwy 80 and headed for home.

Not so fast, mister. Approaching Vacaville we rode up to a long line of stopped traffic, so we lane-split to the front of the line, and find out that the CHP and Vacaville PD had closed Hwy 80 in BOTH directions because of a person threatening to jump off an overpass above the highway. We waited for two hours until the EMT's convinced the person to climb down a Fire Department ladder truck and into custody for evaluation.

We finally got to my place in Richmond at about 9PM and Chris came in for a break. I tried to get him to stay overnight, but he elected to ride back to Pacifica. What an Iron Man.

When I told this story to Paul Bosco, he suggested the title, "One Day Too Late" and that's what our ride home was.

Ran Bush

LA GRANGE 2022 APRIL CAMP OUT

Massive thanks to Scott and Angela Macedo (Russ Drake's daughter) for allowing Norcal to use their property in La Grange for the April camp out. The event was a huge success with dinner provided by Dennis's Catering, and with copious thanks to Russ Drake for preparing the site and organizing this event.



HISTORIAN'S REPORT

A group of French sailors jumped ship in San Francisco Bay, commandeered a small whaleboat, and set sail for the gold mines. Upon reaching a promising location on the Tuolumne River, they began mining and were rewarded for their desertion by discovering rich placers. The sailors sent word to friends and relatives and their small camp grew into quite a sizable settlement, known throughout the region as French Bar or French Camp. This was in 1849.

The floods of 1851/52 wiped out the diggings and the town was moved upstream a mile. Two years later the name was changed to La Grange. It became the county seat of Stanislaus County at the same time that Snowshoe Thompson began his mail runs over the Sierra Mountains, in 1856. At its peak the town had thousands of residents, and they were more or less unrestrained by any laws. One might say it was the Lucy Lawless period.

The first person LEGALLY hanged in La Grange, and in Stanislaus County, was William Gregory, a miner who stabbed his friend Robert Hall to death in July of 1855. The two men were arguing over a bet that had been called off the night before, which Hall did not believe Gregory would have paid had he lost. Tempers flared and Hall died.

The town is now a California Historical Landmark historic district. Louie's Place Saloon and Grill has been in continuous operation since 1897. The St. Louis Catholic Church is the oldest church in Stanislaus County and has tombstones dating from the mid 1880's. Perhaps coincidentally, that was the lawless period. The Odd Fellows Hall, which serves as the community center, was built in 1855. All three of these structures have some interior woodwork that was shipped around Cape Horn.

This link about La Grange is to an episode of the television series "California's Gold": <https://blogs.chapman.edu/huell-howser-archives/2010/01/14/la-grange-californias-gold-12010/>





WARDS FERRY ROAD REVISITED

Until the ride to La Grange, the first and last time I rode Wards Ferry Road was in 2005. The occasion was the Velocette Owners Club annual 1000 mile ride. 2005 was the centenary of the founding of Veloc Motorcycles, and there was an effort to have 100 Velocettes. In fact about 90 turned up with over 60 riders. The last Velocette was manufactured in 1970. In 2005 the oldest was around 80 years old.

The week's ride took us over many of the roads planned by Kevin for the La Grange camp out including the infamous Wards Ferry Road. Those that rode it know that it's very narrow with barely enough room for a car. In 2005 we hit the road mid afternoon on a weekday. There was a lot of local traffic coming in the opposite direction including a school bus. My wife was following the route in a car and she was freaking out. Pity the guy driving the sag wagon truck with a trailer behind whose job was to pick up broken bikes.

I was riding up the far side of the valley when I came upon a corner with a big 5mph sign painted on the rock wall. (It's still there). This is a particularly nasty 120-degree right hand corner cut into the side of the hill with an unprotected 250 feet drop off. Trying to be clever I cut in close to the rock wall (no right hand mirror and narrow handlebars) and the next thing I knew I was on the ground sliding towards the edge. Fortunately, I stopped before going over. I couldn't figure out what had happened. I walked back to the corner and noticed a rock about 12 inches high and 18 inches wide sticking out for the corner of the cliff into the road. It had tarmac on both sides. Riding close to the cliff I caught a foot rest on the rock. Apart from a bent foot rest and some road rash on my leg everything was OK and I rode on for a couple of hundred yards and was stopped by an angry local with his trunk blocking the road. Apparently, an earlier rider had forced him off the road and he blew a tire. He was mad. After about 15 minutes he let us through.

Join a Slash 5 ride to the 2022 MOA National Rally

**They're here. The all-new BMW's.
Hottest, sportiest BMW's ever.
500, 600 and 750 cc's!**



Wunderbike.

The 1972 BMW.

It's here. The most exciting bike
we've ever built.
When it comes most of all,
Everything, to give you driving. Speed,
Strength, Reliability, And you can't
leave power.

BMW's latest high-tech bike.
500, 600, 750cc - are what power is
all about. No one else is out there.

It's here without waiting, it's here
it's here. It's here. It's here. It's here.
And that's what the BMW really
has. And that's what you need. For the
best of everything. It's here. It's here.
Take the road to you. And that's
what the BMW really is. It's here. It's here.
BMW can make it if you can't.
Take the road to you. And that's
what the BMW really is. It's here. It's here.

BMW's latest high-tech bike.
500, 600, 750cc - are what power is
all about. No one else is out there.

BMW's latest high-tech bike.
500, 600, 750cc - are what power is
all about. No one else is out there.

BMW

BMW's latest high-tech bike.
500, 600, 750cc - are what power is
all about. No one else is out there.



This year's MOA national rally is in Springfield, MO and is this event's 50th anniversary. In addition, the BMW /5's are also 50 years old. This planetary alignment will be celebrated by a huge gathering of /5's at the rally.

Kim Dromlewicz, the CCBP President is planning a ride of like-minded individuals riding /5s from California to Missouri. No CCBP membership required.

It is anticipated that since individuals are likely starting from different locations, this will be a loosely organized ride where individuals or small groups meet at a selected spot at the end of each day. Riders can ride at their own pace with or without others.

Anyone interested in joining the ride should contact Kim directly at dromlewicz@yahoo.com.

THE IMPORTANCE OF BREATHING IN EARNEST

There are few things that have changed my life more than learning to pay attention to how I breathe. It's dramatically improved my sleep, it's dropped my blood pressure without drugs, and it's improved my ability to handle stress.

Eastern mystics have been preaching the benefits of mindful breathing for millennia, but what do they know; they don't have a medical degree from Johns Hopkins.

I used to have a big problem getting back to sleep after waking up in the middle of the night. Sometimes I'd thrash around for hours battling real and imagined demons presented to me in a non-stop stream by my subconscious mind. Then I'd wake the next morning drained before the day had even begun.

But through the use of a simple mechanical technique, I now get to back to sleep in a matter of minutes. How is that possible?

Dr. Andrew Huberman, the Stanford researcher who turned me on to this technique by means of his YouTube lectures, says that's impossible to control your subconscious mind directly with your conscious mind. But you can control your diaphragm with your conscious mind, and there is a nerve that connects the diaphragm to the fear center in the sub-conscious mind. If you use your conscious mind to control your diaphragm, your diaphragm will automatically control the fear response of the sub-conscious mind.

So, if your diaphragm is creating short rapid breaths, it signals the subconscious mind that there is danger nearby and tells it to go on full alert. That's why you start thinking about your concerns or fears in the middle of the night. The subconscious mind is presenting all possible negative outcomes in an attempt to prepare you for all possibilities. From an evolutionary standpoint, this makes perfect sense for self-preservation.

Controlled breathing is the way to stop this parade of negative images. Slow, relaxed breaths tell the subconscious mind there is no threat at hand. There's a great deal of science behind this technique, which you can learn about from Huberman's YouTube lectures, but here's the procedure:

Anytime you're trying to get to sleep, take two (2) long, deep inhales to fill your lungs. Then exhale slowly, humming while you exhale (Ooommmm) if possible because it releases the air

in a nice, even stream. While you are exhaling, slowly move your eyes back and forth as if scanning a horizon (eyes closed).

Repeat: Two deep inhales to fill the lungs, slow exhale while humming and scanning. It's best to exhale through the nose. After a few of these breaths, you'll be surprised at how long you can draw them out.

Initially, your focus will want to wander back to whatever your subconscious presents, fears, past memories, future concerns etc. As soon as you become aware of that, return your focus back to your breathing. It'll take some practice initially but soon your subconscious mind will learn to leave you in peace when you're focusing on your breath.

After a month or so, you'll do this quite naturally, and your hours of late-night thrashing will be replaced with a return to deep sleep in less than 5 minutes (literally). It's worth the learning curve.

I do this breathing exercise several times throughout the day as well, anytime I feel stressed: in traffic, store line-ups, waiting in the dentist's office, paying the progressively rising costs of food and energy, being forced to sit through commercials, etc.

The effect of this technique is cumulative, the more you replace stress with this breathing technique, the more you'll be able to control stress. As a result, you'll feel more relaxed, and your resting blood pressure will drop.

When you're not wasting energy on stress and worry, your body can use it for immune, digestive, and cell division functions (healing). As a result, your overall energy levels will improve.

As for the fearful images your subconscious mind keeps lobbing your way; you already know that most of them will never materialize, and that most of the balance are not under your direct control. So there's no point in worrying about them.

That brings us to the concerns you can do something about. The sooner you quit procrastinating, the sooner you can quit worrying 'bout 'em!

B. Jan

This article first appeared in the 2022 January issue of Airmail, the newsletter of the Airheads Beemer Club

KEN CASTLEMAN'S CAMPING CHECKLIST

Motorcycle Gear

- helmet (liner)
- charged com system
- jacket (liner)
- Helite vest
- rain jacket
- pants (liner)
- rain pants
- gloves (liners)
- boots/socks
- neck gaiter
- rock straps
- extra bungies
- MC cover
- extra fuel
- tools
- tire repair kit
- compressor
- maps
- license/reg/insurance

Clothing

- shirts
- jacket
- pants
- socks/undies
- camp shoes
- hat
- beanie
- kerchief
- shower flip flops

Personals

- toiletries / towel
- Tp/sanitizer
- 1st aid kit/meds
- checkbook/cash/CC
- sunglasses
- masks
- phone (Kindle)
- charge cords
- reading material

Camp Gear

- tent
- ground sheet
- sleeping bag
- pad
- cot
- chair
- p bottle
- pillow
- headlamp/batteries
- knife
- day pack
-

Food Supplies

- stove/fuel
- pot
- cup/bowl
- spork
- H2O bottle
- food
- fire starter
- sponge/soap



SAN JOSE BMW

Feel the Ride

// We've forgotten
more about
BMW's than most
shops know



- #1 BMW Dealership in the US
- Greatest New and Used Bike inventory in the Bay Area
- Largest in stock selection of KLIM in the US
- Massive Parts and Accessory inventory
- World Class Service Department for all of your 2 wheel needs



Follow us on  & San Jose BMW

www.sjbmw.com



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



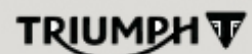
1201 N CARPENTER RD MODESTO, CA 95351 209 524 2955

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



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 03

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



**BMW Motorcycle Club
of Northern California**



BMW Club of Northern California
P.O. Box 2472
Santa Clara
CA 95055
www.bmwnorcal.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 (925)708-1759

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
Mark Rodda
49erChair@bmwnorcal.org (650) 213-6253

*Board Member

EVENTS

2022 BMW Norcal 49er Rally
26 May, 2022 3:00 pm to 30 May, 2022
Plumas County Fairgrounds, Quincy, CA
Pre Registration – \$100.00 Registration
includes 4 nights of camping
and admission to all seminars and Saturday dinner.

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

Chief Joseph Rally
16-19 Jun, 2022
John Day, Oregon
Check details here www.bmwro.org

Annual Election Meeting.
Folsom State Park
25-26 Jun, 2022
Negro Bar Group Site
Optional BBQ dinner cooked onsite.
Serving beef ribs, chicken and Italian sausage
with green salad, baked beans and corn.
Register at www.bmwnorcal.org/

ANNIVERSARIES

April	Ben Long	5
	Michael Pagianti	5
	Raymond Tantarelli	5
	Jeff Zane	5
May	Jeff Albritton	5
	Alicia Brown-Docken	10
	Robert Fuller	5
	Lee Fulton	15
	John Notch	10
June	Ron Winingar	10
	Scott Clemmons	5
	Max Gomez	10
	Tom Harris	15
	Mike Huntzinger	15
	Claire Palmgren	5

Printed by
Printingcenterusa.com
Fast, Easy & Affordable

BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA