

MARCH 2019

# NORCAL NEWS



Ride to Camp

Camp to Ride

**This month featuring:**

Technical Tips from CalMoto

Hanging for a better nights sleep

Camp Out, Tech Day and more



BMW Motorcycle Club

of Northern California

MARCH 2019

## Presidents Corner

March already and we've lucked on some phenomenal riding weather...except for snow, cold, wind, and falling trees which forced us to relocate our February meeting. Mt. Madonna turned out to be a great last minute choice considering Nick had about 12 hours to change everything when he found out the roads down to Ojai were snowed in. In spite of the short notice we still had a big crowd, a big fire, and a fun meeting. Which brings up a point, I received a couple calls from members telling me that they didn't receive the Club email BLAST we use to broadcast sudden changes or important information. If you have an email address, make sure we have it and the correct spelling. And always check with the Club website before leaving just in case.

The 49er is shaping up to be a nice one. Almost all the committee chairs are in place. Food choices looks fattening, speakers entertaining, prizes wonderful, and more events than time to see them all. You have registered right? Early registration helps with planning for food, beverages, and prizes...and the budget.

Please go to the Club website and read over the proposed updates for the By-Laws that were just posted. This is the last chance for comments before the final approval vote at this month's Death Valley meeting. The updates are mainly focused on updating the wording for current practices like electronic payment instead of checks, staggered terms for Club officers, and putting some definition around the volunteer positions so anyone who might be interested will know what to expect. If you have any questions, please send them to me.

Time to head south and enjoy some sun in Death Valley for the next Club meeting. We also get to see what Furnace Creek (or the Oasis) looks like after all the reconstruction. Positive thinking about the sun since the rain is really starting to get to me. Daylight saving starts on the 11th March so remember the meeting in Death Valley will start at 5.00 pm.

Till next month,

*Greg Hutchinson*

## Captain's Log

Happy March! Hopefully folks are starting to dry out from all these rains (or thawing out from the recent low elevation snowfall) and thinking about getting out for some riding). The weather has certainly been exciting, including us getting snowed out of our intended February campout destination. Thanks to member Cyndy Kelso for catching the road closure and giving me the heads-up! And fortunately, I was able to secure a back-up site with only 2 day's notice. (This would not have been possible in high season.) So instead of a jaunt down to Ojai we had a great loop that ended up at the Mt Madonna County Park, including a stop at the Moto Talbott Museum. What a treat!

This month we have the annual Death Valley Campout so hopefully the weather will cooperate. As this newsletter hits the presses we are following news of the recent flooding down in the Mojave and Death Valley areas. Apparently they got hammered. Stay tuned for weather and road updates leading into the Campout. If you find yourselves pining for spring and some warmer weather, consider joining some of the Club for the second annual Cross Border Rally. If not this year, then earmark it for next year...

April will find us in La Grange at Russ Drakes' daughters property. Check the NorCal Event page for that and the rest of the campouts for the year.

Next on my plate is to formalize the group rides breaking up into smaller groups. I am looking for volunteers to lead the smaller groups. These "Ride Captains" will be responsible for leading a group of 3-4 other riders, that's it. I have a few but I'm looking for more. We will have a meeting within the next month to go over the role. Email me at [tourcaptain@bmwnorcal](mailto:tourcaptain@bmwnorcal) with questions and to volunteer. I need riders of all levels.

Thanks, and stay safe on these roads. The weather has been tearing them up!

*Nick Gloyd*

### Editors Corner

Big thanks to Kevin Colman for his article on camping in hammocks, Jorgen for telling a little about himself and Greg and Nick for their regular updates. Please Please Please make the editors life a little easier by sending content or suggestions.

*John Ellis*

**The front cover** picture was taken at the Moto Talbott Motorcycle. It is of a R69s with an interesting history. It was purchased by the museum from a person who lives in the Monterey area. This person had three bikes and was faced with a problem of saving them from a fast moving forest fire. He had a backhoe on site so he decided to bury them in the ground. A month later he dug them up but lost interest in the bikes and sold them to the museum. The museum sold two on but kept this one and mechanically restored it but left the original patina. The bike attracted my attention because of the shape of these period side bags.

BMW Moto Club  
Turismo Querétaro



## 2nd Annual BMW Cross-Border Rally

Nick Gloyd would like to find out who is interested in participating the next cross border ride. The plan is to leave around 16th March (roughly the two weeks prior to the Death Valley campout). If you are interested please contact Nick at [tourcaptain@bmwnorcal.org](mailto:tourcaptain@bmwnorcal.org).

BMW Motorcycle Club  
of Northern California



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## EARLY BIRD REGISTRATIONS

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## REGISTER TODAY!

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### From your Safety Director:

I just wanted to introduce myself. My name is Jorgen, and I am currently serving as BMWNorCal's Safety Director for a second term. I am humbled and honored to be elected twice to this Board position. In the past 2 years, I have been putting together Member Clinics for everyone to participate in. Working with the rest of the Board has been a great experience, and I have been happy to contribute to the Club in making sure that we always have safe and enjoyable events planned. As a member of the Club, I enjoy the rides and camp outs, where I have the chance to meet new riders who have tons of riding stories.

My first encounter with motorcycle riding started when I moved to the US from Denmark in the late 80's. I was able to afford a used Suzuki, and with that, went on many great rides exploring my new home of California. I later switched to a Harley Davidson, but currently am a proud owner of a couple of BMW Boxers. The past couple of

years have given me some of the most incredible club rides. One that really sticks out to me was last year's Baja ride

with our Mexican sister club. Since first joining, it seems that the Club's camp-outs have really evolved from being a trip where people did their own thing to a family style hang out where everyone shares their gourmet cooking with everyone. It has definitely brought us all together, and I hope this will continue. I feel very fortunate as my wife now also enjoys the theme "ride to camp" and enjoys riding as a passenger on many of our rides. In 2017, my wife joined me on the MOA rally in Salt Lake City, and we will cherish this forever. I was also able to share this ride with my two brother-in-laws, turning this trip, like many of our rides, a "family affair".

Again, I would like to thank the Board, members, and guest riders, for two great years and with many more to come.

*Jorgen Larsen*



**Chris Weld considers the benefits of automatic transmissions**



While maneuvering up Gist Road (off of Black Road) Saturday 2/9/19, I stalled in 2nd gear on a 180°-plus turn. My bad... *Chris Weld*

**Proud New Owner**



**Mark Rodda with his new R1250GSA at the February Camp Out**

**Cash Back on New BMW for MOA members**

BMW MOA members are now included in the BMW MOTORRAD APPRECIATION PROGRAM for 2019, offering current MOA members up to \$750 off the purchase of a new, untitled BMW motorcycle.

The new incentive offers active BMW MOA members, who have been a member for one year or longer, \$250 off C-series and G-series motorcycles, \$500 off F-series and R-series motorcycles and \$750 off K-series and S-series motorcycles. And, the new Motorrad Appreciation Program discount can be combined with other seasonal incentives or sales offers.



Those with a greater than one year membership are eligible for one purchase incentive during the 2019 calendar year for any new 2018, 2019 or 2020 qualifying model, which is defined as any new, previously unregistered BMW motorcycle.

**Big Agnes Tents**

I recently purchased a new Big Agnes Slater SL2+ tent primarily because it had a breathable inner that was not a full mesh. For me this was its main selling point after camping a few times in Death Valley and trying to get to sleep with a mouth full of dirt. One of the other critical motorcycle tent parameter for me is that the pole length which should be short enough to allow it to be placed in my side bags. I have Kelty TN2 with a mesh inner and 14 inch folded pole lengths which packs into a small square. (currently \$150 on offer at REI). This tent fits in my top box.

Looking through an adventure motorcycle magazine in B&N I notice an ad for a new range of Big Agnes backpacking tents using poles that fold down to 12 inches. The compact packed size makes them just perfect for motorcycle camping.

If you are looking for a new tent you should check these out and maybe also check out the Kelty.

**New Products From Wunderlich**



**Navigator Protection Film, NAV VI**  
These screen protectors are made from high-quality and scratch-proof material that protect your navigation device against unwanted scratches and damage.

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two screen protectors, one "Ultra Clear" and the other "Anti Glare"

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AND

\$75 Vouchers for all customers who purchased a new or used bike or scooter from us in the past 12 months

**The more loyal the customer, the bigger the reward!**

[Calmoto.com](http://Calmoto.com) for details

## **Tire wear... how it looks, how it occurs.**

Why is it that your front tire wears more on the left side than the right? It is because most of the roads in America have a significant crown, and when driving straight ahead, you are traversing a side hill, and must constantly correct to the left to keep the bike rolling straight. This affects only the left side of the front tire. A further characteristic of front tire wear is that front tires wear mainly in the area about 1/3 of the way around the profile of the tire. (A worn front tire has a profile like a snowplow, rather than a round arc.) The center of the tire almost never shows much wear. The sides wear because they take all the forces of directional control, and the tread of the tire at the edges of the contact patch also squirms laterally as the tire rolls straight down the road.

The rear tire, on the other hand, almost always shows the greatest wear right in the middle, since the main forces on the rear tire are propulsive, and the tire is always slipping a tiny bit as it accelerates the bike. It is rare to have a lot of wear on the sides of the rear tire, unless you ride on twisty roads exclusively. Seen from in back, the tire will have a wide flat spot in the middle, with a sharp radius up to the sides. The minimum allowable wear as shown by the tread wear indicator, "TWI" on the side of your tire, is not a safe limit in our opinion. According to the factory, 2mm is a safe minimum, and 3 mm is the minimum for doing a track day or for intense sport riding.

The actual depth of the tread or tread wear is only part of the equation. The other part is the profile of the tire. If the tire is the same shape it was when new, only with less tread everywhere, then it can be ridden with handling characteristics similar to what it had when new. But if the tire is worn only on the sides in front, and only in the middle in back, then the profiles will not provide good handling, and the tires should be replaced even if the tread wear indicator still shows that it is OK.

Tire pressure has a huge effect on tire wear. Too little, and the tire overheats and wears much faster than normal, as well as wearing in unusual patterns. Too much, and the contact patch is reduced, leading to premature wear in the center of the rear tire. Average tire pressures are in the range of 36psi front and 38-42 psi rear, but there are many circumstances when a different pressure may work better. At the track, we usually run about 30 and 30, front and rear, for example, and in offroad situations, we may run as low as 20 psi. The basic settings in your owner's book should get you in the right range for normal street riding.

Any time you are in doubt about your tires, you should feel free to come in to the shop and let one of us inspect and critique your tires. We'll show you the wear patterns and let you decide how soon you want to replace them, and also discuss what tires might be best for you. This is usually a service function, but I'll be happy to help you with this if you take the time to track me down.

- Kari Prager

## **ABS lights that do not go out**

Low battery voltage can cause ABS warning lights to stay on. The first evidence you may have of low battery voltage is an

ABS system that will not self-check properly. The ABS computer will not boot up properly if the battery voltage is a little low. If your ABS lights are reluctant to go out, and you need to try several times, then it is time to charge your battery.

## **Shifting into first gear from a stop?**

If you have difficulty shifting into first gear... This note is for new BMW owners. When you have been waiting at a stop with the clutch pulled in, you have disconnected the gearbox from the engine and the gearset is no longer spinning. When you attempt to shift into gear, you may find it difficult to engage first because the engagement dogs are not lining up with the corresponding slots on the gear. Giving the gearset a little spin, either by returning to neutral, letting out the clutch, and then shifting quickly into first, or by letting the clutch out very gradually while pressing down on the gear lever, till the gearset moves a little, will allow you to select your gear easily. This is a characteristic of BMW's single plate dry clutch design, and not a sign of a defective transmission.

## **Valve stem caps**

Valve stem caps are more important than you think. Frequently we see motorcycles come in for service with missing valve stem caps. This is potentially dangerous if you are a fast rider, as at very high speeds you can lose air from the valve stem valve unless you have the valve stem cap in place. You do NOT want to experience a deflation at triple digit speeds because you neglected to replace a missing valve stem cap. (We have seen it happen, this is no laughing matter...)

## **Bike washing**

Cleaning your bike... Everyone with a new bike wants to take good care of it, and properly so. This caution is about the use of pressure washers and water jets from garden hoses. It is tempting to put that nozzle on 'jet' and blast off any oil or dirt, but you may introduce water into the final drive through the breather, into swingarm bearings or wheel bearings or into electrical connectors. High pressure water, with or without detergent, is not a good agency for cleaning your bike. Use a gentle setting for rinsing, and a soft rag with detergent to remove areas of dirt & oil. Good cleaning agents do not require a jet blast to clean the bike with little effort.

## **Long life for your clutch**

Checking clutch adjustment (cable operated clutches) is a task that every owner can do. This adjustment is easy and often overlooked by owners. Although the clutch is adjusted properly at every service, in heavy traffic and city driving the adjustment may need to be done more frequently. The essence of the adjustment is to have sufficient free play at the lever, so that you know the clutch is fully engaged and not slipping. You should be able to move the lever freely 1/4 to 3/8" or so at the end before feeling any engagement. If you have no freeplay, you are probably slipping your clutch, which will drastically shorten its life. Add freeplay per your owner's book, or come in to the Service Department and ask to have this important adjustment explained to you.

# February 2019 Camp Out at Mt Madonna Park

This month's camp out was rearranged at the last minute after our fearless tour captain who discovered late Thursday the original route over hwy 33 was closed due to snow. So much for the theory that it's best to head South in the winter. Nick (with Kevin's help) worked his magic, found a new camp ground and re-planned the route.

So rather than starting in Hollister, we had breakfast at The Country Inn Cafe in San Jose. This of course is not a Black Bear Diner and thus I was spared my usual menu anxiety attack. A couple of members anticipating a start in Hollister booked hotel rooms there on Friday night. Hopefully they met up one of two groups of around 12 riders each lead by Nick and Kevin. Heading south we ended up on hwy 25 to hwy 198 which is always a great ride at this time of the year when everything is green. After looping around at San Ardo we eventually hit Arroyo Seco and Carmel Valley Road. To be honest I don't remember riding these roads before. One of the benefits of growing old is that your memory goes so everything seems new again. The roads were excellent and provided me with an upper body work out sufficient to make my arm muscles ache. Clearly, the result of riding an inferior non-BMW motorcycle.

Arriving at Carmel Valley we visited Moto Talbot Museum. A really eclectic group of motorcycles covering pristine exotica to as used notables and everything in between. If you haven't been - well worth a visit.

At around 3.30 pm we arrived at Group Site at the Mt Madonna Park just above Watsonville. I say "we arrived" but that is not strictly true. Many got lost between the entrance gate and the camp site. Signage was very poor and the roads were laid out like a maze. It might be there are some members still there going round in circles. Maybe I should go back to see if there are any abandoned R1250's lying around.

*John Ellis*







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## ARTICLE 3—MEMBERS

**Any member arriving at the annual BMW Club of Northern California election meeting in a vehicle other than a BMW motorcycle will be fully recognized as a Club member in good standing and his/her vote shall be valid.**

## ARTICLE 4—MEETINGS – Printed / published on Club website/ email blast

- A. Meetings of the members shall be held at the principal office of the Corporation, or at such other place within or without the State of California as previously announced in the monthly BMW Club Newsletter at the direction of the Board of Directors.
- B. Members shall meet regularly on the last calendar weekend of each month for which a General Members Meeting has been designated as prescribed above, and announcement of **place for such meeting shall be published and communicated electronically at least one week** in advance of such meeting in the BMW Club of Northern California, Incorporated, Newsletter and mailed and disseminated to all members of the club. The time **and location** for such meeting shall be as **shown in the Newsletter and published on the Club website to take place** on Saturday of the last full (Saturday-Sunday) weekend of each month, but may be changed by the President or Board of Directors with due and proper notice to the general members in order to meet unexpected situations, exigencies, etc., PROVIDED:
- i. That such change in time shall be after the aforementioned previously published meeting time to enable full attendance and participation of all members and guests. As an informational and general guideline only, such time for the Saturday General membership meeting shall be 5:00 p.m. **during summer months and 4 p.m. during winter months** or thereafter as prescribed above.

## Article 5 – Directors – Staggered Terms

- A. Directors shall be elected to a 2 year term. Elections are staggered to elect approximately half of the Board each year to provide for continuity of experience in each administration. In even numbered years an even number of Directors (4) shall be elected: President, Secretary, Historian, and Treasurer. In odd numbered years an odd number of Directors (3) shall be elected: Vice President, Safety Director, and Tour Captain.

One time only, in the first year this staggering of terms is in effect, the then-current incumbents whose positions are not due to be elected shall be offered the option to serve in the same position for a second year. If any incumbent declines, their position shall be open to election in this “off year” for a term of one year.

No Director may hold more than one office. Incumbents in an “off year” where their position is not due to be elected, who choose to stand for a position due to be elected that year, if elected, shall be deemed to have resigned their incumbent position and shall be replaced for the remainder of their term according to Article 5, Section H, Paragraph ii.

## Article 6 – Officers – VP duties codified

### A. DUTIES OF THE VICE PRESIDENT:

1. The vice-president functions at the will and direction of the president to assist him or her and the Board of Directors in carrying out the projects, activities, requirements, and such other missions as the President and Board of Directors may require.

2. The Vice-President is the executive officer of the Club, replacing the President when the latter cannot attend or perform his or her necessary duties and functions.
3. The Vice-President is a member of and oversees all committees and their activities, assisting, coordinating and rendering other advice as required, but has no vote except to break deadlocked (tie) votes.
4. The Vice-President is the official greeter of new and prospective members and guests at club events. The Vice President conducts new member and guest introductions to members at the event.
5. The Vice-President announces and awards multi-year membership pins at General Members Meetings, conducting a short interview with the recipient.

## **ARTICLE 7—APPOINTED VOLUNTEER POSITIONS – Roles and responsibilities**

The volunteer management positions of Newsletter Editor, Newsletter Sponsorship Manager, and Website Manager are nominated by the President, and are approved by and serve at the pleasure of the Board of Directors. The volunteer manager's term of service shall not be bound by the term of the Board but shall extend until such time as the volunteer manager tenders his or her resignation or is removed from his or her position by the Board.

The duties of the volunteer management positions shall be defined by the Board of Directors and shall be made available to any member interested in volunteering.

### **CURRENT DUTIES AS DEFINED BY THE BOARD OF DIRECTORS**

#### **NEWSLETTER EDITOR:**

1. The Newsletter Editor is responsible for the assembly, building, and publication of the Club Newsletter.
2. The Newsletter Editor shall have full and final editorial responsibility for all newsletter content and placement.
3. The Newsletter Editor will coordinate with each Club Officer, the Newsletter Sponsorship Manager, and the Website Manager so the monthly Newsletter has the most relevant information at time of publication.
4. The physical printed version is distributed where appropriate and an electronic version will be posted on the Club website.

#### **NEWSLETTER ADVERTISING MANAGER:**

1. The Newsletter Advertising Manager is responsible for being the direct communication liaison between the Club and any current or potential advertisers. The Manager actively positions the Club in a positive manner to select organizations and businesses which could benefit from placing advertising in the Club newsletter.
2. The Ad Manager will also lead the coordination with the Tour Captain and/or Safety Tech Director where appropriate to arrange events at our advertiser's location as part of the monthly tour or as a separate technical or marketing event.
3. The Ad Manager works with the Newsletter Editor and the Club Treasurer to determine the rate structure and size limitations of advertising placed in the Club Newsletter and possible links on the Club Website

## **WEBSITE MANAGER:**

1. The Website Manager maintains the official Club website, Facebook and other outreach applications sponsored by the Club. Duties include updating the website with current and future events, posting articles and pictures submitted by the Newsletter Editor, the Historian, and any other source approved by the Board of Directors.
2. The Website Manager shall keep the website applications updated with the latest security processes and performance upgrades. Appropriate backup procedures shall be maintained to protect historical photos, articles, Club minutes and past issues of the Club Newsletter.
3. The Website Manager in conjunction with the President and Treasurer shall maintain the permissions database that controls the various levels of access to current and past Club information.
4. When necessary and with Board of Director's permission, the Website Manager may work with other internal or external parties in order to complete specific tasks

## **CLUB DIRECTORY MANAGER**

1. The Directory Manager is responsible for creating a membership directory in booklet form to be distributed once a year to each paid member. The directory shall include name, address, phone number, email address, picture if permitted, and date the member joined the Club.
2. The directory shall also list all the past Club Officers, 49er and Range of Light Chairman
3. The Directory Manager will have the directory printed and distributed either by hand at meetings or events to save mailing cost. All remaining directories will be mailed out to all other members

## **ARTICLE 11—MISCELLANEOUS PROVISIONS –**

- A. The BMW Club of Northern California is considered a Mutual Benefit Social Organization (Club) and recognized as a 501(c)7 corporation.**

### **Elimination of 2 physical signatures**

Except as otherwise provided by law, the Articles of Incorporation, and these by-laws; **checks**, drafts, promissory notes, **orders for the payment of money**, and other evidence of indebtedness of the corporation **shall be signed by the Treasurer**. Any contract, lease, or other instrument executed in the name of and on behalf of the Corporation shall be signed by the President and shall have a copy of the resolution of the Board of Directors and the minutes of the General Members Meeting at which authorization was approved attached to it.

**All approved reimbursement expenditures and checks must be approved by the President and Treasurer. Approval may be in the form of email or resolution of approval by the Board at a Board meeting subsequent to the expenditure.**

All aforementioned instruments and documents, signed and countersigned or certified as prescribed herein, shall become prima facie evidence of Corporation action and any obligations, liabilities, debts, or other benefits or obligations accrued hereunder.

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## MARCH

SAT 2 CHAIN & SPROCKETS WORKSHOP  
SUN 3 VALVE ADJUSTMENT WORKSHOP  
MON 4 THUNDERHILL EAST - WITH  
FUNTRACKDAYZ!  
WED 6 BRAKES WORKSHOP  
WED 6 CARBURETOR & FI CLASS  
THUR 7 OIL CHANGE WORKSHOP  
SAT 9 MINOR SERVICE WORKSHOP  
SUN 10 INTRO TO MAINTENANCE CLASS  
WED 13 TIRE CHANGE WORKSHOP  
THUR 14 INTRO TO MIG WELDING  
SAT 16 SWAP MEET!  
SUN 17 INTRO TO MAINTENANCE CLASS  
SUN 17 TIRE CHANGE WORKSHOP  
WED 20 CHAIN & SPROCKETS WORKSHOP  
THUR 21 INTRO TO MAINTENANCE CLASS  
SAT 23 ENGINE REBUILD WORKSHOP DAY 1  
SUN 24 ENGINE REBUILD WORKSHOP DAY 2  
SUN 24 ROADSIDE REPAIR  
WED 27 OIL CHANGE WORKSHOP  
SAT 30 MINOR SERVICE WORKSHOP  
SUN 31 VALVE ADJUSTMENT WORKSHOP





Early prototype of new GS tire

# Norcal visits the Moto Talbott Motorcycle Museum in Carmel Valley



BMW has produced only 150 units of the R37 bike during a two-year production run (1925-7) and was based on the R32. BMW stripped away all road equipment from the frame, turning the R37 into a lightweight and more dynamic bike. The original engine was replaced with a 494cc two-cylinder engine with overhead valves and an aluminum cylinder head. The R37 claimed wins at 91 European races in 1925, 106 in 1926, and 171 in 1927.

OK I know its not a BMW *but* it was ridden by Kenny Roberts to his third 500cc World Championship

## Hanging for a better night's sleep

Over the past few years my camping setup has evolved a couple times and most recently I starting using a hammock setup. There were a number of aspects of hammocks that interested me including quicker set up and tear down, a lighter set up, and greater flexibility in camping locations so long as trees are available. Plus, I enjoy learning new skills. What I didn't expect is how much more comfortable I am compared to a tent, even with a cot and pad.

There are a huge number of hammock companies out there from a very simple beach type hammocks to more complex expedition quality hammocks and everything in between. Most of the companies are small locally owned and many of them produce their products in the United States and offer a lot of customization. I started my research at [www.hammockforums.net](http://www.hammockforums.net) where a lot of the vendors have an online presence. The site is a wealth of information from real gurus that are fanatically about camping in hammocks.

I purchased a Blackbird XLC hammock from WarBonnet Outdoors as it received great reviews online and has an active online community for support. Think of it as the Mosko Moto of hammocks. It came an integrated bug net that zips up and has a small shelf that you guy out from the hammock for storage. I use the shelf to store my pants, headlamp and phone. You can also put your shoes if you think they might get wet but I normally leave them right where I take them off after sitting in the hammock.

The most important aspect of setting up the hammock is to have the proper amount of hang between the trees. For my hammock the ideal is to have the suspension at an approximate 30-degree angle from the tree trunk which means I need about 15 to 17 feet between the trees and position foot end higher than the head end about a foot by moving the foot end closer to the tree. This creates the flattest sleeping option and properly tensions the ridgeline of the bug net. A lot of people ask me if the curve of a hammock makes it hard to sleep, however you sleep slightly diagonally across the centerline which enables you to sleep very flat.

For staying warm you absolutely need some level of insulation below you. Air is a horrible insulator and even in warm weather, without insulation in can be quite cold especially with a breeze. While a sleeping pad can work, most have found that pads will slip out from under you fairly easily. That's where an under quilt comes in. It's a lightweight quilt that hangs below the hammock and since you are not compressing the insulation, like you do in a sleeping bag

it does a very good job of keeping you warm. I use another quilt on top and never have a problem staying warm even in the coldest of weather. At our recent December campout where the temps got to the high 20s, I stayed warm the entire night with just a base layer and beanie hat under a zero-degree top quilt.

With our generally mild weather, I don't need a tarp up but if there is a risk of rain or condensation, or want some protection from the wind, I put up a tarp. One other option I have is a replacement for the bug net with a solid nylon cover if it's going to be really cold. It's surprising how much heat is retained with a nylon cover instead of the bug net.



One aspect of setting up a hammock that requires a little skill are the knots you need to know. There are so many knots out there it can be a bit bewildering however I use a few relatively simple knots to set up my tarp including a slipped buntline hitch on one end and a truckers hitch on the other end to enable me to pull the tarp ridgeline taught. In addition, all my lines end up with a bowline loop at one end to loop through the guy outs. It took

me a little time to practice the knots but now they're second nature. To tear down, I just pull the tag end of each line. I use Zing It which arborist use as a throw line when rigging up in a tree. It's very lightweight, strong and doesn't stretch much. If you don't want to deal with knots Dutchweargear is an excellent company that makes ingenious titanium hardware that eliminates the need for knots.

One problem I have run into a few times is that some parks do not like you using the trees for hammocking. While my straps do not damage the tree at all, I suspect they are worried about the liability. The other problem is if you can't find suitable trees to set up. While I have yet to encounter this problem, I carry a small one-person tent and backpacking air

mattress for such a situation, although I may move to just a tarp and ground sheet in the future. You can always use two motorcycles to rig a tarp. I use Google Maps to scout out the campgrounds to get an idea of the tree situation ahead of time.



I have really enjoyed learning about and optimizing my hammock set up and continue to fine tune the set up. My speed in setting up and tearing down has improved considerable over the past year and I like not having to worry about finding suitable flat spots for setting up a tent. It's amazing how many options there are for optimizing a hammock and definitely prefer sleeping in the hammock over a tent. Search me out at one of our campouts if you have any questions about sleeping in a hammock.

*Kevin Coleman*

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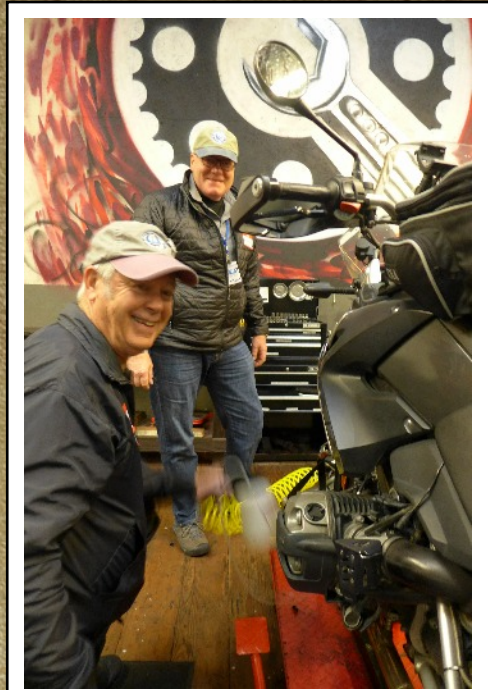
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# March 2<sup>nd</sup> Workshop Session at Moto-Guild



If we pray really hard, the tire might fall off by itself



Never knew changing oil could be so much fun



For those members that have never attended a NorCal board meeting this is what it looks like. Notice the bagels, muffins and coffee. Any member can attend. Check the date on the back of the newsletter or on the web page



When all else fails - bring in someone who knows what he's doing

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*\*Board Member*

## Events

**28 Mar 2019 - 01 Apr 2019**

March Member Meeting and Campout -  
Death Valley!

Furnace Creek Campground Group sites 3-4  
Sites available from Thursday afternoon. For  
those staying Sunday night must use group Site 4,  
Members meeting starts at 5.00 pm  
*Please register online*

**Apr 06 2019:** 10:00 am-12:00 pm.  
Monthly Board of Director Meeting  
MotoGuild SF,  
849 13th St. San Francisco

**April 7, 2019:** 9am to 4:30 pm  
Advanced Riders Class  
Little 99 Raceway  
1658 S Airport Way Stockton CA 95206

## Anniversaries

**March 2019** Chris Valverde 5 years

**April 2019** Kenneth Campbell 5 years  
 Greg Hutchinson 30 years  
 Mike Morlin 35 years  
 Ron Viera 5 years



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