

FEBRUARY 2022

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

Presidents Column

I trust everyone had a great New Year and looking forward to getting back to riding and camping with the Club! We have a full calendar of events posted on our website for the remainder of the calendar year. While specific routes and starting points are still a work in progress, all our end-of-month campsite locations are confirmed barring any changes due to fires and other hazards which have become common for us to experience. Last year at least 4 of our monthly meetings and the ROL had to be replanned at the last minute.

Our January meeting ended up at George Hatfield State Park outside of Gustine, CA after Arroyo Seco Campground closed for hazardous conditions. The location worked out great at it was a short 85-mile ride home in time for the football games. We had a great ride down the East bay stopping by the Junction on Mines Road before heading east. The ride was highlighted by a stop at Wolfsen's Sausage for lunch and dinner supplies for dinner. Wolfsen's did not disappoint us either. There were many servings of sausage and steak being cooked up at the campsite. We ended up with more than 50 riders which was an outstanding turnout for a January meeting.

Given certain capacity challenges at some of our campsites, its important everyone register if they are planning to attend. We have also added a logistics section to the registration to let us know if you plan to attend breakfast, ride with the group or meet us at the campsite. Since we expect to have wait lists for some of our meetings, we now allow you to cancel your own

registrations. So if you are registered for an event but plans have changed, please be sure and cancel your reservation or let us know via email.

If you are on a wait list, you can of course ride with the club to the event. We won't turn anyone away so long as the campground host doesn't take exception to the number of people but just be prepared if they do take exception. If you are on the wait list, you'll have to find alternative sites. So far, we haven't had that occur though!

While we are still 5 months away from our election meeting, now is the time to consider board service for your fellow club members. The current board has served the club for a significant period and it's import we continually add fresh perspectives. We have a lot of new club members that have great ideas and enthusiasm so consider the opportunities the Board. Please reach out to me or any of the current board members if you have any questions.

I unfortunately need to end my letter on a sad note. Rick Klain, a long-time member of the club passed away earlier this month after a short battle with Cancer. Rick was a significant contributor to our club's photo galleries and video footage, using many of the skills he developed as a photographer in the Vietnam War. I know he will be missed by many of our members.

Stay Safe

Kevin Coleman President

Editors Corner

I was surprised and sad to learn about Rick Klain passing. Rick contributed many times to this newsletter during the time I have been editor. My favorite piece described him riding his Screaming Yellow Zonker to Newfoundland. Check out the newsletter archives on norcal.org and look for the August 2019 issue. When I was desperate for content during the 2020 COVID shut down Rick sent me 5 photo essays of his European trips. I butchered them to fit the newsletter but he never complained. The only thing he really got mad with me about was me constantly misspelling his name. When I explained about my lifetime struggle with dyslexia he graciously forgave me. I put together his obituary in this newsletter based on the few snippets of information available to me. I take full responsibility for any errors. I also provided links to his photo essays and videos because they deserved to be viewed in their original form.

As for the rest of the newsletter we had three NorCal events to report on; a SSBR, a Campout, and a bonus ride and club photographic event to the Golden Gate Bridge. Thanks to Mini and Buddy for the photographs.

One of Buddy's was selected for inclusion in the BMW ION magazine.

Special thanks go to Delf Hedde for his article on tire pressure monitor repair. I always enjoy articles which involve getting ones hands dirty, combined with the saving of dollars. Also thanks to Kevin Coleman for identifying Pearly's Possum Socks. I wish I had taken his advice and bought a pair for the Hartfield Park camp out. I got so cold by morning I was lying fully dressed in my bag. I should also publicly apologize to Valentin Cervantes for making fun of him when I saw him packing his tent up on Saturday night, going home, because he figured it was going to get too cold.

I used an amended version of Rick Webbs historian report and some of Ravi Verma photos to illustrate the Hartfield Park camp out.

Readers will note a couple of my articles in this months newsletter. It is my preference to use content provided by others and my stuff is merely there to fill in space. Your submissions always come first!

John Ellis

Rick Klain BMW NorCal Member from 1978 to 2022



Rick, born in 1945, grew up as a military brat living and attending a boarding school Switzerland for a year from 1955. While in Switzerland, hitch hiking into Luzerne, Charlie Chapin stopped and gave him a lift on the back of his motorcycle. Rick then spent a year and a half in Frankfurt Germany where he attended a US Army Grade school. After this he returned to the US completing his education with a Bachelor of Fine Arts in Photography in 1966.

Rick was enlisted during the Vietnam war, joining the Navy and serving as an official Navy photojournalist between 1967-1970. Upon leaving active service he served another 17 years in the inactive reserves finally attaining the rank of Commander.

After leaving active service in the Navy Rick went back to school and graduated with a Master's degree in Marketing from San Jose State University in 1974. He then began his career in advertising at Lutat & Battey Advertising, as Partner and Account Manager from 1980 – 1999. After leaving them, he set up his own business Klain Corp and acted as an Independent Marketing and Advertising Professional from 1999 to 2009, when he finally retired.

All his life Rick had two loves – motorcycles and photography. During the 1960s he was already embarking on cross continental motorcycle trips. After stepping down from Lutat & Battey he travelled all over Europe on a motorcycle and documented the trips with very professional looking photo essays. Links to his Ireland, Morocco, Portugal and Sicily/ Italy photo essays can be found in full on this page.

Rick was fascinated and enamored with all the latest photograph technologies. He had one of the first digital cameras, and had several 360-degree cameras. He adopted iPhone as his go to camera after computation photography reached its current level. At a members Tech Clinic in 2019, Rick showed up with an iPhone plus professional lighting and a backdrop to take members photos. He might be using an iPhone to take the picture, but everything else was very professional. Rick also recorded other Norcal activities, cheerfully showing up with the latest photo equipment to document the 49er and occasional ROL rallies.

Below is a link to a photo essay of the 2003 49er Rally in Auburn, and a video link to the 2018 49er Rally at Mariposa.

<https://www.youtube.com/watch?v=5bZN929cLac> If you visit this page, you will be able to see other videos Rick made

Rick passed away on January 9, 2022 from cancer. Rick was a member of the BMW Norcal for 44 years and he will be sadly missed.



BMW Club of Northern Calif.
2003 '49er Rally in Auburn



Motorcycle Tour of Ireland
30 July — 6 August 2005



EDELWEISS Morocco Tour
3-17 March 2002



EDELWEISS Portugal Tour
6 - 14 October 2001



Sicily-to-Italy Edelweiss Tour
1-9 May 2005

Garmin Zumo XT Review - The Good, The Bad and The Ugly

Wayne Black of Blackbox Embedded kindly lent me a Garmin Zumo XT so I could verify the procedure to download a route from a cell phone to the XT. This explanation was included in Norcal Newsletter January 2022. I'm pleased to report that members following these instructions were able to make it work.

Since this month's newsletter was looking a little empty I thought I would use the opportunity to highlight some of Zumo XT features. This article does not attempt to answer the question of whether a dedicated GPS is better than a smartphone based solution. I am hoping that may be addressed in the future...

Introduction

The Zumo XT was introduced a couple of years ago and retails for \$499.99, although it was \$100 off on Black Friday. It comes with US, Canadian and Mexican maps installed with lifetime upgrades. (XT lifetime - not yours). The first thing you will notice is the size. It comes with a very bright 5.5 inch display plus all handlebar mounting hardware and power supply. The second thing you will notice is that it's fast and responsive. No waiting 5 seconds every time you pan through maps. Looking at the Garmin web site Garmin lists the Zumo XT and the Zumo 396 LMT-S as its current motorcycle GPSs. A high level view of menus shows a similarity but some of the underlying software is different.

For example, to connect the GPS to your phone, the XT uses Garmin Drive, whereas the 396 uses Garmin Smartphone Link (which is an older app). The Drive app running on your phone supports route download and real time traffic and weather updates to the XT.

For me the XT user interface is not particularly intuitive. I personally would probably never use the top level buttons presented on the main screen (Where To/Group Ride/Radio/Map). Everything I would need to do is hidden away under Apps/Trip Planner. Trip Planner is where all saved and downloaded routes show up. Trip planner is also the place to go to create a route or even share a route with another Garmin GPS.

The Good

Weather For me the way the XT handles weather is a real biggie. This feature requires the XT to be bluetooth paired to your phone. The XT takes the route that you are currently on and figures out the weather you will experience along the route. It just doesn't show the current weather but works out what the weather/temperature is going to be at hourly intervals along the route.

To show weather on route - after you have selected and started a route press the three dots in the bottom right hand corner and then select weather. The right hand side to the screen then shows the temperature and weather to be expected at hourly intervals.

With the micro-climate experienced in the Bay Area, the coastal regions and the mountains for me this is huge. It will also predict when you will likely experience rain or freezing conditions.

The other nice weather feature is that it will show radar, which gives a higher resolution view of what to expect ahead.



Altitude There is an option to show the changing altitude along the planned route. Great for providing high resolution clues to potential temperature changes.

Pre-Loaded Off-Road Maps Adventurous riding is encouraged with preloaded off-road topographic maps featuring North and Central America public land boundaries, 4x4 roads and more.

Live traffic Updates Previous Garmin models had real time traffic updates as a paid option service. Not the case with the XT. Delivered via Drive on your smartphone.

Route Sharing over Bluetooth The Zumo XT supports route sharing over Bluetooth. I was not aware of this Garmin feature that is also available on the following devices.

- BMW Motorrad Navigator V
- BMW Motorrad Navigator VI
- zumo 395
- zumo 396
- zumo 590
- zumo 595

Open the route to be shared in Trip Planner. Select the wrench symbol in the top left hand corner then select Share. Select Bluetooth and follow instructions on both sending and receiving Zumo GPS. The two Zumos need to be in bluetooth range.

I have probably ridden in over 100 Norcal rides over the last 10 years. It seems every time the question is asked at the start of the ride "who has the route in their GPS" three hands go up out of the 30 or more riders present. Now I know about this feature I figure there is little excuse for not having the route in your GPS at the start of a ride. You can also save yourself time by sharing routes at the next Range of Light.

Trip Planning Although Garmin has not replaced BaseCamp and there is no on smartphone route creation app like TomTom, it is pretty easy to create a route using the XT's Trip Planning App. Add start and end points into route making use of a number of canned locations such as campgrounds, national parks attractions or simply go to the map and select a point. Then select intermediate waypoints by pointing on the Zumo XT map. When you have finished, just calculate the route and you are done. Because the XT is as big as a phone and very responsive this is a great way to do things when you are out on the road.

Download Route from Smartphone For me this is another biggie. It avoids the need to remove the GPS from your bike. First downloaded a route to your phone and then using Garmin Drive and Bluetooth connection download to the XT. This is described fully in the January 2022 newsletter. The XT is the

only Zumo motorcycle GPS that connects through Drive so it's the only Garmin Zumo to support this feature.

The Not so Good

Bird's Eye 3D Garmin makes a big deal in their marketing about the XT ability to support Bird's Eye 3D satellite map. For me this background makes it more difficult to see essential map information.



Wifi support The XT has wifi capability to support software and maps update but wifi does not support route downloads.

Incident reporting The XT has an incident reporting facility which probably relies on change of speed and accelerometers to detect an accident and then send out a predetermined text to a predetermined destination. The text will include your current location. If it is a false alarm there is a 60 second window before the message goes out to allow cancellation. I listed this as not so good because Garmin does not describe exactly how this works. Using it I would be concerned about potential false alarms.

Construction Mechanically the physical connector on the back of the unit does not look really secure. Some people have reported situations where the unit becomes unhooked and lost but this may be due to incorrect install. Best to install once and leave alone. Touratech has a secure mount but it costs \$200. Interestingly the Garmin picture from their web site shows 5 contacts on the back of the XT. On the actual device there is only two for power.



Alternate route A feature that I like on the TomTom is that after putting a destination in it will route based on criteria fastest/shortest/winding etc, but on request it will also calculate two alternative routes. I couldn't find anything like that on the XT

What was Garmin thinking?

Group Ride Garmin Group Ride feature requires all in the group to have purchased a \$349 Garmin radio accessory.

PowerSwitch XE supports Garmin PowerSwitch, a \$499 accessory. Which allows control of accessories such as lights etc from an app running on the XT. The box has a total capacity of upto 100A and upto 30A for an individual output. This looks to be very expensive and there are many alternatives that allow auxiliary light control to be added to the BMWs CAN bus

InReach Some of Garmins marketing says the XT "Supports inReach satellite technology from Garmin."which isn't really true. What it really means is if you buy and carry about one of Garmin's eight in Reach products (that cost between \$350 and \$700) you can pair it with the Zumo XT provided it's within 10 feet. You then pay a monthly InReach subscription. Since all these products have their own interface, what's to be gained?

Backup Camera The XT will support BC™ 40 Wireless Backup Camera \$149. This is attached to the license plate and the picture is displayed on the XT. This is for car installations and a pretty useless capability on a motorcycle GPS. No facility to control a Go-Pro camera

Tire Monitor XT does NOT support Garmin Tire Pressure Monitor System Zumo 390,395, 590, 595 do. For me this would have been a useful feature.

Garmin Explore Does Garmin have a new application to replace BaseCamp - well no. It does have an application called Explore. Explore has three components: a web application that you log on to using a Garmin account, an app that runs on your phone that communicates to the XT using the Drive app, and an Explore application that runs on the XT itself. The idea is that these three components communicate together so that the data is fully synchronized. Add a location or route on the web app and it magically shows up on the XT. Unfortunately, the web Explore App does not support navigation. It is simply an application that is capable of displaying long/lat coordinates. If you load a route into Explore web it shows the waypoints but does not have the ability to display or figure out the specific roads to take between way points. If you load a track it can display up to 200 coordinates which is OK but doesn't add value.

The real problem is when you add a route to the Explore web app, When it gets synced to the XT the waypoints are stripped out from the GPX route file and placed in a separate location. What you are left with is a track, but the track is limited to 200 points. The app also has a nasty habit of replicating data and putting it in multiple places. Garmin as a company seems to be incapable of designing effective user interfaces (BaseCamp for example). With Explore they have sunk to new depths..

I strongly advise that you stay well away Garmin Explore App

Summary

The choice of new motorcycle GPS units is now very limited as phone based navigation becomes more popular. Currently the Garmin XT and 396 as well as the TomTom 550 are the only new ones available. The XT like the TomTom 550 does not need to be unmounted from your bike and plugged into your computer every time you need to download a new route. Routes can be downloaded via your phone. It has a big, bright screen and is very responsive. The Zumo XT has Garmin compatibility built in, and right now clearly the best new motorcycle GPS available.

John Ellis

Delf Hedde explains TPC/RDC sensor replacement

Riding a bike with insufficient pressure in the tires really can mess up the handling, or even be dangerous. So of course, we should always check your tire pressure at regular intervals and before long journeys. But a sudden or gradual loss of pressure during the journey for instance due to damaged valves or infiltrating foreign matter is possible all the time – and poses a big risk.

Most modern BMWs now have gradient monitoring, RDC/TPC (Reifen Druck Control/ Tire Pressure Control), which constantly monitors tire pressure and provides real-time updates. The fact that the values can be displayed in the cockpit at the touch of a button means that we no longer have to get your hands dirty going through the tiresome ordeal of carrying out a pressure test at the gas station. Radio sensors on the wheels supply the required data. Furthermore, RDC also has an active warning function. As soon as a relevant deviation from the specified values is detected, a yellow info light or a red warning light automatically indicates the loss in pressure. In addition, the warning is also issued when the pressure is still within the safe range but is falling quickly. If a sensor fails, the rider is also alerted of this immediately.

While the yellow light can be annoying when airing down for riding in the sand, I have been more than thankful on several occasions when the red warning light made me aware of rapidly losing pressure due to a nail in a tire.

The TPC system is one of those features that I never thought I needed, but now really don't want to miss.

The sensors are battery operated – and unfortunately those batteries don't last forever. My front wheel sensor started “going to sleep” occasionally at around 50K miles and when I reached 100K miles, both sensors were pretty much dead. According to BMW the batteries in the sensors are replaceable. When the batteries are dead, there are three options:

1. Buy a new sensor from your friendly BMW dealer
The list price for a single sensor is \$240, that makes \$480 plus tax and installation.
2. Buy a replacement sensor from Amazon or Ebay
You can easily find the sensors by searching for the BMW part number. I got paid around \$40 for the pair (they actually marked “Schrader Electric – the OEM brand)
3. Replace the battery in the original sensor Standard Cr2032.
A couple of dollars for the battery and about an hour of work.

The sensor comes in two flavors depending on what kind of wheels you use (there is no difference between the front and rear wheel sensors)

1. For spoked wheels: 36 31 85 32 – Sensor with Valve – RDC
2. For mag wheels: 36 31 8 532 732 – RDC Sensor (These part numbers are valid for my 2015 R1200 GS – please double check for your bike)



Replacing the Sensors

Getting the old sensor of the rim is extremely straight forward: Deflate the tire and break the bead. There is no need to take the tire completely off the rim. There should be a sticker on your rim, pointing to the sensor position. The sensor is attached to the inside of the rim with a TX-40 bolt.

Once you installed the replacement sensor, you need to tell the bikes computer, that new sensors are present. If you have a GS-911, this is a very simple procedure: you can either enter the serial number that is stamped on the sensor, or you can let the system search for sensors present. In either case, it takes less than 5 minutes. I found it helpful to use a TPMS Relearn Tool (\$16 from Amazon) to “wake up” the sensor. If you don't have that tool, you can bang a piece of wood against the rim (The sensor wakes up from vibration, not rotation).

Replacing the Batteries

It still bothered me to throw away a set of perfectly good sensors, just because the battery was empty. So, after watching a couple of YouTube videos, I attempted to exchange the batteries on the old sensors. This turned out to be easy: The CR2032 battery is held in the sensor with a relatively soft putty like substance. 10 minutes with a pocketknife took care of that. 5 more minutes with a soldering iron released the old battery and installed a new one. I used a glue gun to seal the battery in. All in all it took less than half an hour – most of the time spent watching the YouTube videos.

As the serial number does not change, no GS-911 is required for re-installation.

This was a fun project. No advanced wrenching skills required. And the only specialized tool is the GS-911, which everyone should have in their toolbox anyhow.



Is this the most dangerous corner on Mines Road?



Mines Road has too many corners to count. This particular corner is about two miles after the Alameda/Santa Clara boundary when heading south. The corner appears to be no worse than many others. In fact, since the left-hand turn can be clearly seen, and is not blocked by vegetation or banks, and the surface of the road is good, it should be straightforward and easy.

Three years ago, and then again, a few months ago, I arrived at this corner just following a serious accident. In both cases two bikes were involved. In both cases the bikes were sports bikes. Three years ago, the damage was pretty obvious since the guy's foot was pointing in the wrong direction. This time the two bikers were in the ditch. One nearest the road was moving, the one on the far side was ominously still.

In both cases other bikers had stopped to help, but no one had called for an ambulance. There is an emergency telephone less than 50 yds after the corner but it does not work. Three years ago, I rode to the Junction where there is cell service and dialed 911. In that case the fire station opposite the Junction dispatched an engine, and then the firemen called in an ambulance helicopter that picked up the injured rider.

I had already been to the Junction for lunch and was heading home. I turned around and I figured I would save time by reporting the accident directly to the fire station. Unfortunately, because of the California wildfire situation there were only two temporary CalFire personnel at the station and were unable to attend the accident themselves. They did however radio the

emergency in. After reporting the accident, I headed home again. When I got to the crash site, one of the riders was on his feet and the other lay still in the same place that I had seen him. There was only one other rider remaining with the pair. I told him help was on the way.

I then carried on North towards Livermore. I had ridden through all of the single-track section of Mines, before I encountered the cavalry. It was headed by a full-blown fire engine, followed by four other trucks including an ambulance.

The thing that really troubles me about both episodes was why did it happen here? It is interesting that in both cases there was a pair of riders on sport bikes. In both cases they were heading south, and they both ended up in the same ditch. Mines Road is a single track in Alameda, which turns to two ways at the Santa Clara boundary. The road is edged by steeply rising banks for a couple of miles and then opens out into relatively flat areas just before the bend. I think the lack of familiarity with the road fooled the riders into thinking there was straighter roads ahead. I hypothesize they opened up, and found themselves going way too fast to deal with the upcoming corners. One braked or swerved, they collided and both ended up in the ditch.

Not sure that the lesson is here, except when riding an unfamiliar road just remember what's ahead is likely very similar to what's gone before. The character of roads do not change unless there is a major change in the surrounding landscape. Take care and ride safe.

John Ellis



January 2022 Camp Out at George Hatfield Campsite



A History of the City of Gustine

Gustine's founder was born Heinrich Alfred Kreiser in Brackenheim, Germany on July 21, 1827. There he spent seven years as an apprentice butcher.

In 1847, at the age of 19, he landed in New York City with only \$5 in his pocket. A friend in New York, named Henry Miller, had purchased a ticket for passage from New York to San Francisco and the ticket was marked "Not Transferable." When the friend decided not to go, Henry bought the ticket and thus took the name. Later, in 1858, he had the Legislature of the State of California legally change his name to Henry Miller.

In 1850 he arrived in San Francisco. His first job was as a dishwasher and then again as a butcher. Soon he had his own shop and earned a reputation for selling good meat.

Originally, he dealt with the wild, skinny, long horned Mexican cattle. Then turning his attention to the production of a better breed of cattle, he purchased 300 prime American cows. He bred Devon and Hereford bulls with Durham cows to produce an animal with red color and white face.

One day while sorting hides, he saw the HH brand on a hide from the San Joaquin Valley. The Hildreth brothers, who owned the brand, were from Minnesota, where they had engaged in floating logs down rivers. They were using the same brand on their cattle as they had used to mark their logs. Miller then bought from the Hildreth brothers 8,835 acres of the Mexican Land Grant named the Santa Rita, together with the "Double H" brand. Henry Miller now had the beginning of his empire.

In 1858, he formed a partnership with Charles Lux, his chief competitor, under the name of Miller & Lux. This gave him a man to attend to the city business, where he had the market cornered, while he was in the country tending to the actual operation of the ranches. For the next 30 years there was a veritable orgy of land and cattle buying. "Wise men buy land, fools sell it."

When Charles Lux died in 1887, he gave half his property to his wife and the other half to relatives in Alsace, the "German Heirs." The estate was in the courts for 20 years. After many years of litigation, he finally purchased all the interests of the Lux heirs, his empire was complete. Over a million acres of land, fully stocked in California, Oregon and Nevada was owned by Henry Miller. It was the largest private piece of real estate in the United States.

In 1907, when lots were first sold in Gustine. The city of Gustine, named for his beloved daughter, Sarah Alice who was nicknamed "Gussie" because of her love dressing or "gussying" up. Gussie, died in 1879, aged 8, when galloping horse suddenly broke his stride as a foreleg sank in a gopher hole. She was pitched headfirst to the ground and instantly killed. Henry Miller blamed himself, he would stand in the road where the tragedy occurred and curse at the top of his voice. Finally, he suffered a nervous breakdown, which necessitated a complete rest. This was obtained by a trip to Europe, back home to the land of his birth.

Henry Miller was instrumental in getting the railroad to come through the West Side in 1888. Formerly he had to drive his cattle across the Pacheco Pass. Now he could ship his cattle by train. Passing away Oct. 14, 1916, he left a legacy of colonies and towns, thousands of miles of canals, banks, stores and lumber yards. His introduction of alfalfa, rice and cotton were now big industries in the state.

The complete history of Gustine by Patricia Carson Snokes, including quite a few interesting stories, may be found at the Gustine Historical Society website:

<https://gustinehistoricalsociety.org/wp-content/uploads/2016/10/gustine-history.pdf>

This article was provided by Rick Webb Club Historian



A Short but Sweet Second Sunday Ride



32 riders showed up for a SSBR ride minus the breakfast but plus the Gizdich Ranch pies at the end. Big thanks to Bert Lankins for organizing it. The 10.00am start meant we avoided the early morning January frost, and but the day warmed up nicely into a glorious afternoon. The printed copies of the January newsletter arrived at my home the day before so I took the opportunity to drop some off at the Junction on the way home. I don't know

about other members but I have not been riding as much the last little while. Its some time since I have ridden Mines Road in the San Jose to Mt Hamilton direction. The road surface is now excellent, and the tight bends provide a good workout, and a great refresher in the dark arts of counter steering and counter leaning. Highly recommended

Keeping your feet warm in the cold riding season

Thankfully our weather is pretty mild in Northern California most of the year. However, in the winter we often ride in temperatures in the high 30's and low 40's, especially in the early morning. While a heated jacket and hand grips take care of the bulk of my warming needs, my feet can sometimes get cold. While many socks tell you they will keep your feet warm, I came across [Pearly's Possum Socks](#) sold by a locally-owned family-run business. Originally made for bicyclists where keeping your feet warm is a real challenge, they started producing a knee-high version specifically for motorcycle riders and have become my go-to pair of socks for cold weather riding and camping. Off the bike, while standing on the cold ground or in my tent or hammock, they do a great job of keeping my feet warm.

The socks are made from a combination of merino wool and possum fur. Not to be confused with opossums in the United States, the Australian Possum has fur like a polar bear. It's very fine and hollow which adds to the insulating properties and since it's a natural fiber, it dries quickly and draws moisture away from your skin.

They are a bit thick so if your boots are sized very closely you might have a little trouble buckling up but they compress down and that extra cushioning makes for comfortable riding and standing all day and night long. While they are not cheap, the quality is outstanding and with proper care last a long time. I absolutely love these socks. They are insanely comfortable and feel great riding all day.



Kevin Coleman

As a result of a NorCal donation to the MOA Foundation the it was requested the the club send in a photo for publication in ION. Kevin Coleman organized a special ride that terminated by the Golden Gate Bridge with Buddy Scauzzo and Mini McMahon exercising their photographic prowess.





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*Board Member

EVENTS

Monthly Board of Director Meetings

05 Feb 2022, 10:00 AM 12:00 PM
MotoGuild SF, 849 13Th St. San Francisco

Members Only Spring Tuneup Tech Clinic

19 Feb 2022 10:00 AM - 2:00 PM
Motoguild SF -849 13th Street San Francisco

February Member Meeting and Campout

26-27 Feb 2022 8:00 AM
Plaskett Creek Campground at 69345 Cabrillo Hwy,
Big Sur, CA 93920

Annual Cross Border Ride - Baja 2022

19 – 24 Mar 2022
Baja California

March Member Meeting and Campout -

25 -27 Mar 2022
Furnace Creek Campground Death Valley

Anniversaries

January	Paul Bacon	5
	Tim Cannard	5
	Mini McMahon	10
	O'Shea O'Mary	5
	Adrian Pineda	5
February	Albert Rutten	5
	James Seay	5
	Ken Ward	5
	John Wendler	5
	Brian Estes	5
March	Ralf Konietzko	5
	Gene Cox	20
	John Howard	5
	Bert Lankins	5
	Randall Logan	15
	Lew Martelyi	15
	Steve Wilson	50

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