

NORCAL NEWS



Ride to Camp

Camp to Ride

President's Report



2015 has come to a close and 2016 is now upon us. I want to apologize for getting Tom's name wrong. Tom Connelly is our '49er Chair for 2016. My mistake.

John Ellis has worked to freshen the newsletter to an all color format. For our members, the newsletter will be

available online. A few copies will go out to high visibility locations throughout the greater Bay Area. Our intent to create a visually appealing newsletter that draws new members, gives value to our advertising partners, and continues on as a communications tool for current members.

Over the next few months, the focus of the Board of Directors and Rally Chair will of course be the '49er Rally. Tom, John, and I have spent more than a few hours working on the initial plan of the Rally. We have several goals for the rally: continue the traditions of the annual Rally, grow attendance (another 100 people), and provide a top notch experiences for all attendees. Mariposa is the destination for 2016.

The 2016 '49er Rally focuses on three items: Experiences, Education, and Prizes. We want to create Experiences that attendees will continue to talk about after the rally, Education in the form of Seminars and Skills training, together with great prizes.

A budget is in the works, and will be presented to the Board at our next meeting. Our goal is to pay for three keynote speakers and two educational seminars from well known personalities within the motorcycling community. Additionally, a larger portion of funds will be allocated to marketing the '49er.

We hope by adding premium experiences and using a more aggressive marketing plan will draw more people to the Rally. This does come at a risk though. In order to make the budget work, we need another 100 people at the Rally.

IDEAS AND VOLUNTEERS NEEDED

I'm calling on Volunteers all club members to help with the Rally this year. Tom, John, and I have kicked around a number of ideas around the Experiences and Education part of the Rally. We need more ideas and the people that are passionate about bringing those ideas to life for the '49er. If there is something you want at the

Continued on Page 3

www.bmwnorcal.org



JAN 2016

**BMW Motorcycle Club
of Northern California**



**Ride to Camp
Camp to Ride**

PRESIDENT* (775) 287-3205

Dan Rowe
rowe.dt@gmail.com

VICE-PRESIDENT* (408) 813-3319

Bill Lopez
bill.lopez5@gmail.com

SECRETARY* (408) 482-8062

Christine Cearing
clcearing@aol.com

TREASURER* (925) 698-6360

John Vashon
treasurer@bmwnorcal.org

TOUR CAPTAIN* (510) 654-7301

Ted Crum
tedcrum@berkeley.edu

SAFETY/TECH DIRECTOR* (510) 797-1576

Steven Kesinger
bmwpilot777@sbcglobal.net

HISTORIAN* (408) 927-8288

Ed Perry
edwardperryt@yahoo.com

NEWSLETTER EDITOR (925) 461-8462

John Ellis
newseditor@bmwnorcal.org

MEMBERSHIP DIRECTORY

Russ Drake

ADVERTISING CHAIR

Buddy Scauzzo

SECOND SUNDAY BREAK-FAST

Open Position

**Board Member*

A note from the editor

With the agreement of the board I am trying different newsletter format this month. The idea is to go with a color format for both printed and on-line versions. The big benefit is this provides me with opportunities to make the format more interesting to view on line, as well as drawing more attention to the printed copies in the various dealerships where its displayed.

I would like to thank all contributors to this edition, but especially Fred Montano who wrote up his Big Sur camp-out experience. What's even more commendable is that he did this without anyone asking.

As with anything in this club the newsletter is only going to be as good as the member contributions. Help!

I would also like to thank Buddy (and Mini) for all the great pictures of the Christmas party. As luck would have it, these pictures make up this month's center fold.

I would also like to reinforce the requests made by Tom, Dan and John for help with the 49er. Also Ed needs some volunteers to help with the Adopt-a-Highway garbage collection.

One last change to mention is that we are changing the publication target date to the end of the first week of the month. Please bear this in mind when submitting articles.

To close of a sad note. The current owners of the Junction Bar and Grill on Mines Road are closing up shop on 31 Jan. No new owner has been identified. Get out there while you can.

John Ellis

Continued from page 1

Rally and can make it happen, we want your help. Our list is certainly not exhaustive, so don't think the list is all that can be done.

We also need help in one of our key areas: Marketing. The need for marketing assistance cannot be understated. The demographic we must reach is beyond that which comes from MOA and RA.

Below is a short of list of experiences and education. Again, the list is not exhaustive. We are looking for people to help make these and more a reality for the 2016 '49er Rally.

- Asphalt Skills
- Asphalt Trials
- Bike Wash
- Charging Stations
- Dirt Skills
- Dirt Trials
- GS Ride (Men)
- GS Ride (Women)
- Lead "Sunrise Ride"
- Lead "To Mariposa" (Fri)
- Lead Ride (Sat)
- Lead Ride (Sun)

- Oil Change
- Old Bikes
- Poker Run
- Real Coffee
- Seminar, Deal/Mfg, New Bikes
- Slow Race
- Trolley to Mariposa
- Wifi
- Wine Tasting (local)
- Photo Booth
- Asphalt Seminar
- Dinner Speaker
- Dirt Seminar
- Seminar, Healthy Riding
- Seminar, HU
- Seminar, Overseas Travel
- Seminar
- Seminar
- Seminar
- Concourse of Elegance (Vintage)
- Dirt Trials
- Poker Run
- 50/50
- Slow Race

Dan Rowe President



Authorized Dealer



The Ultimate Riding Machine

A&S BMW

Motorcycles

www.ascycles.com or (916) 726-7334

BMW Motorcycles, Parts, Apparel and Accessories *plus* Bar Backs, Luggage, Gadgets and Tools.

Use our Illustrated Parts Catalog to find OEM parts and get tips and tricks at our online BMW Motorcycle Resource Center.

Need bike service?
 Motorcycle transport as low as \$50.00 or get a one-day car rental - Free. Tire installation as low as \$21.00




A&S BMW Motorcycles, 1125 Orlando Avenue, Roseville California 95661



Plasket Creek Campout by Fred Montano



This past month I attended another enjoyable Ride & Campout Meeting at Plasket Creek, located six miles from Gorda, California. As usual this was a very well thought out, coordinated, and managed event. I am always amazed how the BMW NorCal motorcycle club organizes interesting rides month after month, year after year; for 50

years. This is certainly a testament to the quality of members, and leadership supporting our main goal being to self actualize by enjoying our lives, riding motorcycles and appreciating the outdoors with like minded people.

Over the past year and a half that I have been a member there have been some events that stick out in my mind. The 49er Rally's in Mariposa, the Range of Light / Gypsy Tour, the election campout at Finnon Lake, Death Valley Ride, Song Dog, Bodega Bay; all the End of Month Campouts and second Sunday rides. In short, every ride that the NorCal Club has organized that I have attended, it seems that I invariably experience a new road or area that I have not known before. I did not think that would happen since I have been riding a motorcycle since 1966 and grew up in Northern California. The rides are rich in quality, scenery, and challenge my riding ability.

The only thing I have enjoyed more then the ride is the people I have met. I have found that the members have a variety of life experience, riding ability, mechanical expertise, and they are willing to share all that information. This makes our gatherings and evening bonfires very interesting. The stories and tall tales are always a source of information and interest. As one story finishes another member has a similar one but only bigger and better. I also learn more about riding techniques. Some of our members have been to

riding courses and are willing to share that information. If you are having a problem a member can and will help solve the problem. Or at least give free advise, (and sometimes it works...).

This past Saturday morning I woke up at 6am to join the December ride to Plasket Creek Campground. As the alarm clock sounded its wake up ring I rolled around and turned it off. I laid there for a while thinking of the ride to Morgan Hill and seeing familiar faces. I still had a few things to pack, (food, camping gear, and maybe motor oil just in case). After washing up and eating scrambled eggs, I was ready to venture to the garage to finish packing and tying everything on the bike. Oh good, ready to go – finally. The R100 airhead started right up. It was rare'n to go. After stopping for gas I was on the freeway heading to meet my riding buddies in Morgan Hill at the Scrambl'z Diner. I arrived in plenty of time since there was no traffic on 880. There to greet me was Ed Perry and John Ellis, my old riding partners. Of course it was good to see Cliff Dunn, Russ Drake, Joyce Sampson, Alex Rodas, and the rest of the ten members that went on the ride. The food was pretty good and all went well – there were no food fights or loud belching.

Joyce Sampson was our tour captain for the ride to Plasket Creek. After the riders meeting we were off to Heckler Pass and down to Watsonville. Down Hwy 1 and off to Molera Road past all the meticulous rows of planted strawberries and beautiful soil that was tilled and ready for planting. The valley is so lush and picturesque. We continued on toward Salinas and had a rest stop by Fort Ord. We continued on our journey toward King City. The road paralleled the mountains (Sierra de Salinas). We met a few tractors and workers that waved to us on our way. We gassed up at King City and Joyce went shopping at Safeway for food and beer. Now we took off toward Jolon on road J14 and turned into Fort Hunter-Liggett and onto Nacimiento Road, (or Nasty Tomato as Russ

“When we reached the top the view of the Pacific Ocean and the coastline was spectacular. Oh my god what a beautiful sight...”

Drake calls it). This road wound through a beautiful valley in the Fort and twisted and turned toward the Santa Lucia Mountain Range as we crossed a narrow bridge we began to climb into the mountain. The terrain was heavily wooded and the road had tight and twisty turns. It was challenging and very interesting to ride. As we climbed up and up the mountain we traveled at a quick pace. Oh no! As we made a turn there was a car that had stopped and was backing up in front of Joyce. It appeared the driver did not see Joyce or our group that had quickly stopped close to the car. After honking horns and yelling a bit, the driver stopped backing up. Whew – tragedy over... We continued up the hill and enjoying the ride. When we reached the top the view of the Pacific Ocean and the coastline was spectacular. Oh my god what a beautiful sight. This is the reason I ride and am a member of the NorCal Club. As we continued down the mountain it was difficult to keep my eyes on the twisty road because the view was so fantastic. We turned onto Hwy 1 and shortly reached Plasket Creek Campground.

The campground was on the side of the hill so there was a slope, but not too bad for sleeping. We had a good informative meeting that was chaired by Bill Lopez. The evening bonfire was roaring thanks to John Ellis and company. There were plenty of stories to go around. I had the privilege of talking with a new guest and his wife who had just moved here from Washington State. After a good night sleep I made breakfast, ate, packed up, and headed home on Hwy 1. What a great ride with virtually no traffic, go figure...

Fred Montano



Big Sur



Three tribes of Native Americans—the Ohlone, Esselen, and Salinan—are speculated to have been the first people to inhabit the area now known as Big Sur.

The first Europeans to see Big Sur were Spanish

mariners led by Juan Cabrillo in 1542, who sailed up the coast without landing. Two centuries passed before the Spaniards attempted to colonize the area. In 1769, an expedition led by Gaspar de Portolá were the first Europeans known to set foot in Big Sur, in the far south near San Carpofo Canyon. Daunted by the sheer cliffs, his party avoided the area and pressed far inland.

Portolá landed in Monterey Bay in 1770, and with Father Junípero Serra, who helped found most of the missions in California, established the town Monterey, which became the capital of the Spanish colony Alta California. The Spaniards gave Big Sur its name during this period. Along with the rest of California, Big Sur became part of Mexico when it gained independence from Spain in 1821. In 1848, as a result of the Mexican-American War, Mexico ceded California to the United States

From the 1860s through the start of the 20th century, loggers cut down most of the coast redwoods. After a brief industrial boom faded, the early decades of the 20th century passed with few changes, and Big Sur remained a nearly inaccessible wilderness. As late as the 1920s, only two homes in the entire region had electricity, locally generated by water wheels and windmills. Most of the population lived without power until connections to the California electric grid were established in the early 1950s. The California coast south of Carmel and north of San Simeon was one of the most remote regions in the state, rivaling nearly any other region in the United States for its difficult access.

The state first approved building Route 56, or the Carmel-San Simeon Highway, to connect Big Sur to the rest of California in 1919. Federal funds were appropriated and in 1921 voters approved additional state funds. San Quentin Prison set up three temporary prison camps to provide unskilled convict labor to help with road construction. One was set up by Little Sur River, one at Kirk Creek and a third was later established in the south at Anderson Creek. Inmates were paid 35 cents per day and had their prison sentences reduced in return. Locals, including writer John Steinbeck, also worked on the road. The road necessitated 33 bridges constructed, the largest of which was the Bixby Creek Bridge. Six more concrete arch bridges were built between Point Sur and Carmel, and all were listed in the National Register of Historic Places in 1986. After 18 years of construction, aided by New Deal funds during the Great Depression, the paved two-lane road was completed and opened on June 17, 1937. The road was initially called the Carmel-San Simeon Highway, but was better known as the Roosevelt Highway, honoring the current President (Franklin Delano Roosevelt). Actual cost of the construction was around \$10 million. The road was frequently closed for extended periods during the winter, making it a seasonal route. During World War II, nighttime blackouts were ordered as a precaution against Japanese attack.

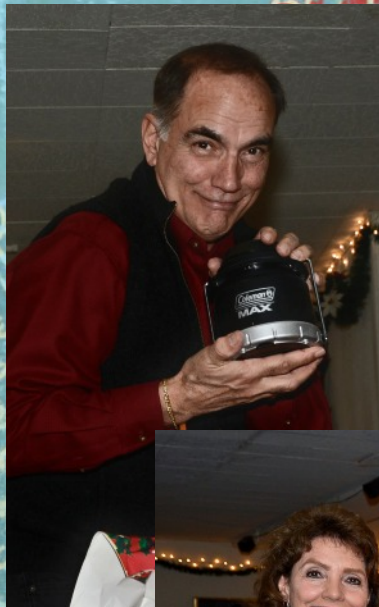
The route was incorporated into the state highway system and designated as Highway 1 in 1939. In 1940, the state contracted for "the largest installation of guard rail ever placed on a California state highway", calling for 12 miles of steel guardrail and 3,649 guideposts along 46.6 miles of the road. After World War II ended, tourism and travel boomed along the coast. When Hearst Castle opened in 1958, a huge number of tourists also flowed through Big Sur. The road was declared the first State Scenic Highway in 1965, and in 1966 the first lady, Mrs. Lyndon B. Johnson, led the official designation ceremony at Bixby Creek Bridge. The US Government designated the route as an All American Road.

Ed Perry Club Historian



JAN 2016

2015 Christmas



BMW Mot

in

Christmas Party

JAN 2016



BMW

9



**DEMO RIDES
AVAILABLE**
Call Today
to arrange
your
personal
test ride

San Jose BMW
m o t o r c y c l e s

We Offer
Consignment
Sale Service
&
We Buy BMW's

San Jose BMW

The Bay Area

BMW Enthusiast's Choice . . . Ride By Soon!

- Great Selection of 2016 BMWs
- Choice Pre-Owned Bikes
- Outstanding Service Department
 - Routine Maintenance
 - Warranty Work
 - Expert Repairs
- Select Riding Gear & Accessories
- Tires, Mounting & Balancing



Personal Attention
Straight Talk - In-Depth Experience
Dedicated to Excellence in Customer Service

Get Your Gear Here!

- BMW Riding Apparel
- KLIM Adventure Gear
- Schubert Charter Dealer
- Sidi Boots
- & Much More



San Jose BMW
1990 West San Carlos Street
San Jose, CA 95128
408.295.0205
www.sjbmw.com

**Follow
SJBW on
facebook!**

**San Jose
BMW**

Authorized Dealer



The Ultimate
Riding Machine®

Adopt-A-highway Program Update



historian@bmwnorcal.org. Once I have your info, I will send you a more detailed email regarding time, place, and a link to a safety video that must be viewed. I plan to create a list of volunteers and understand that not all be available for every clean up day. Call or email me if you have any questions.

We enjoy the roads in our state and this is our opportunity to give back, while getting positive exposure for the club. Along that line, Rick Klain has been in contact with the MOA and they seem to be interested in printing an article. This has been a surprisingly long and frustrating process, but we are there.

Edd Perry



On December 18th, Steve Kessinger, Fred Montano and I completed the Safety Orientation at the Gilroy Caltrans office. I had our sign made up and delivered it to the Caltrans facility in San Leandro. Riding by a few days later I found it had been erected on our two-mile stretch of N/B 101, across from the San Martin airport, just south of Morgan Hill

The San Jose Caltrans facility has provided me with 12 vests, hard hats, gloves, goggles, trash pickers, and 400 bags.

I would like to get started in January but I won't be available because of travel plans, so I will schedule our first clean up day in February. If you live in the South Bay (or beyond) and would like to participate, send your best contact info to:



How Fast Are Your Tires? How Old Are They?



I think all of us can read the tire sizes on the side walls, but do you know what all those other numbers and letters mean? There is a lot of information there, but it's all in code. Let's start with the size. Do you have an older bike and your tire just has a dash (-) between the width and aspect ratio? That means something! It's the construction code and here's the break down:

CONSTRUCTION CODES

R	Radial
B	Bias Belted
D	Diagonal Bias
-	Bias Ply

Now how old it is? Find the DOT number, then look at the last four digits. They represent the week and year of production. For example, a date code of "4510" means the tire was produced in the 45th week of 2010.

One of the more critical marks on a motorcycle tire is the rotation arrow(s). Always insure the tire is turning the proper direction for best traction and water dispersal.

Next is the max inflation allowable by the *tire manufacture*. This is for a cold tire carrying its max load, and may not be the recommended pressure by the *motorcycle manufacture* for your load. Check your owner's manual for that.

Now let's check the tire's load rating and speed. Find a two digit number and letter not part of the DOT number. The number is the max load rating at max pressure, and the letter is its max speed rating. Note that tires with a "W" or "(W)"

▶ Motorcycle Tire Load Index Chart ◀																	
LI = Load Index. KG = 2.2 lbs.																	
LI	KG	LBS	LI	KG	LBS	LI	KG	LBS	LI	KG	LBS	LI	KG	LBS	LI	KG	LBS
43	155	342	51	195	430	59	243	536	67	307	677	75	387	853	83	487	1074
44	160	353	52	200	441	60	250	531	68	315	694	76	400	882	84	500	1102
45	165	364	53	206	454	61	257	567	69	325	716	77	412	908	85	515	1135
46	170	375	54	212	467	62	265	584	70	335	739	78	425	937	86	530	1168
47	175	386	55	218	481	63	272	600	71	345	761	79	437	963	87	545	1201
48	180	397	56	224	494	64	280	617	72	355	783	80	450	992	88	560	1235
49	185	408	57	230	507	65	290	639	73	365	805	81	462	1019	89	580	1279
50	190	419	58	236	520	66	300	661	74	375	827	82	475	1047	90	600	1323

Rating	Speed: miles per hour	Speed: kilometers per hour
Q	99 mph	160 km/h
S	112 mph	180 km/h
T	118 mph	190 km/h
U	124 mph	200 km/h
H	130 mph	210 km/h
V	149 mph	240 km/h
W	168 mph	270 km/h
(W)	Over 168 mph	Over 240 km/h
Y	186 mph	300 km/h
Z	Over 149 mph	Over 240 km/h

speed index are identified by a "Z" before the construction code in the tire size designation. Also if one intends to run at or near the max rated speed, then max load must be reduced.

Just two more things; don't forget to check for those wear bars as you use up the tread. But the most important thing you can do for your tires is, inflation, inflation, inflation! Get a good gauge and use it often for best traction, and tread life. Happy New Year – Ride Safe!

Steve Nesinger, your Safety Guy

"There is no Alternative..."

Choose CalBMW and BMW of TriValley for all your BMW servicing needs.

No one else can match our reputation for delivering quality service for over 28 years.

- > Two convenient locations to serve you
- > Loaner bike with qualifying service by appointment
- > Factory trained and certified technicians
- > Genuine BMW Parts Accessories and Apparel
- > 12 month warranty on all installed BMW parts

We use only the most current tools, equipment and technical expertise to keep your BMW running at peak performance. Don't settle for anything less!



CALIFORNIA BMW

2490 Old Middlefield Way Mountain View CA 94043
650.966.1183 www.calmoto.com



952 North Canyon Parkway, Livermore CA 94551
925.583.3300 www.trivalleymoto.com

Exciting new products *from BeemerShop for 2016!*

Now a full Importing Partner/Distributor for **Tractive Suspension-Holland**

Full **Dynamic Damping** ESA Suspension Products for the latest BMW models!
Standard height and lowering shocks and fork cartridges for:

- R1200R-LC
- R1200RS-LC
- R1200RT-LC
- S1000XR
- S1000R/RR

Now a full Importing Partner/Distributor for **Touratech Suspension-Germany**

Manual or ESA and Plug & Play **Dynamic Damping** Shocks, Fork Springs/Cartridges, Steering Damper Kits for all ADV Touring models! **Standard height & lowering options.**

- R1200GS(A) Oil Cooled or Liquid Cooled
- R1100GS/R1150GS(A)
- HP2
- F800GS(A)
- F700GS
- F650GS
- G650GS
- R100GS

**Dealer Inquiries
Welcome!**

Ted Porter's
BeemerShop

Suspension Masters

TRACTION - STABILITY - COMFORT - CONTROL

WILBERS SINCE 1985
Products GmbH

TOURATECH
SUSPENSION
TRACTIVE

TRACTIVE
suspension

TFX
Suspension Technology

YACUGAR
SUSPENSION

YSS
SUSPENSION

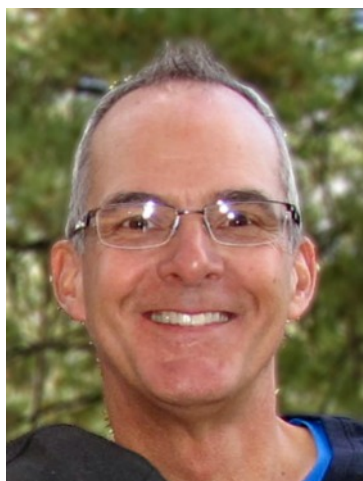
Ask The Experts!

ESA & Dynamic ESA
Shock Dyno & Rebuild Services

SOLUTIONS FOR ALL MODELS!

www.beemershop.com (831) 438-1100

Treasurers Report



Happy New Year! No significant events for the Treasurer to report. We did get our Federal and State taxes filed prior to the 11/15 deadline. Next up, state sales taxes to pay by 1/15, usually about \$300.

Although I was unable to attend the recent Holiday Party I've heard it was a fantastic success.

Special thanks to our Secretary, Christine Cearing, for "jumping in" and making the event so special and bring it in under budget!

Last week I participated in a white-board session with Dan Rowe and our 49'er Rally Chair for 2016, Tom Connolly. We will have a formal plan and budget prepared for the BOD to approve at the January meeting. Please visit the website to see a list of open Chair positions and volunteer

opportunities. We need your help to make the 2016 49'er one to remember!

I'm pleased to see about 40 of our 200 members have visited the "Members Only" section of the new website to access the online member directory, upload a personal photo and review some club confidential documents. Please take a minute to create your account by visiting the website, click the Login button in the upper right corner of the screen and then click Forgot Password to start the process. If you get stuck, shoot me an email at treasurer@bmwnorcal.org.

On a personal note, I was out the first 2 weeks of December on an off-road ride in Thailand. It was a fantastic experience and I'm headed back in March or April to complete a similar ride in N. Vietnam. If you'd like to ride in this part of the world please let me know and I'll share with I've learned. If you any have questions about the club finances shoot me an email. Finally, wherever you ride, think safe!

John Vashon

Recycling Center

BMW R60/5 1972 Classic - \$4150 Classic short-wheel base R60/5 with the rare toaster tank. This bike has 58,927 original miles. The engine starts easily and pulls strongly. Compression on both cylinders is good and comparable. The bike was recently restored to current condition including new paint, clutch, brakes, cables (clutch and front brake), carb rebuild, fuel and oil filters, spark plugs, turn signal switch, rear drive seals, and seat.



1985 red BMW K100 Asking price \$2,150. With 27,754 original miles on it (all mine except for the 1,800 miles on the clock when I bought it in 1992). I have maintained this bike throughout its life and it is in excellent condition and comes with pannier bags, electric grips, corbin seat with back rest, and electric power output for accessories.

Red/black 2014 BMW S1000RR Asking price \$13,750 It has 5,050 miles on the clock and is fully equipped with heated grips and quick shifter. Contact John Coates (Walnut Creek) jdcoates@berkeley.edu

JAN 2016



BMW Motorcycle Club
of Northern California



BMW Club of Northern California, Inc.
P.O. Box 2472
Santa Clara,
CA 95055

January 2016 Club Membership Anniversaries

Jim Lucas	5 years
Linda Crawford	15 years
Lars Swartz	25 years
Alan Williams	25 years

Upcoming Events

10 Jan 2016 8:00 AM (PST) Second Sunday Breakfast Ride TBD

13 Jan 2016 7:00 PM Board Of Directors Meeting

The Old Spaghetti Factory 2107 Broadway Redwood City, CA, 94063

30 Jan 2016 8:00 AM Arroyo Seco, Member Meeting, and Campout

27 Feb 2016 8.00 AM Fremont Peak. Member Meeting, and Campout

Always check Web site or Meetup for latest information

Come and join us - all makes of bike welcome



www.bmwnorcal.org