

APRIL 2021

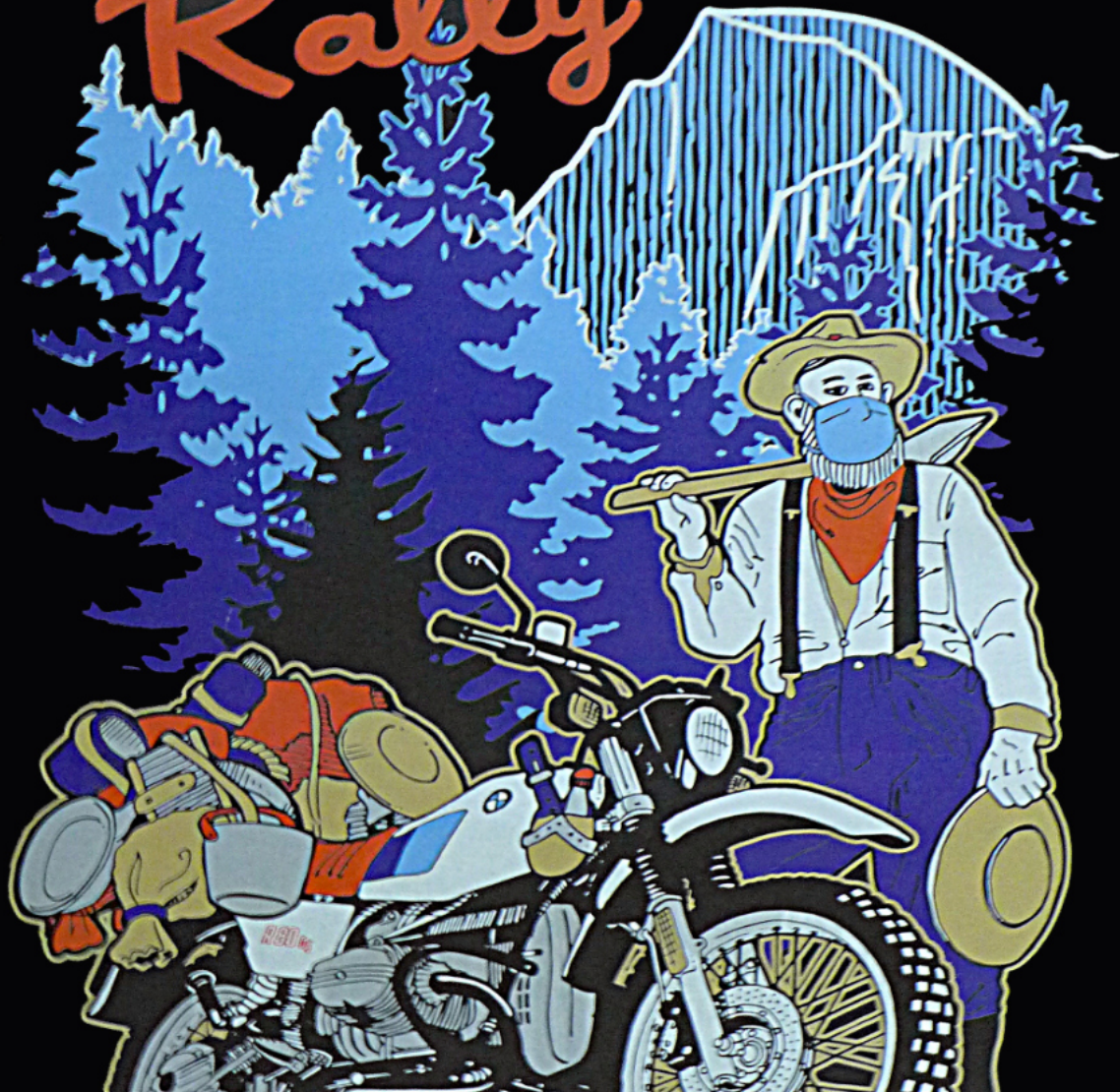
NORCAL NEWS



Ride to Camp

Camp to Ride

^{49th}~~48th~~ ANNUAL 49ER Rally



MEMORIAL DAY WEEKEND ★ MAY ~~21st - 25th~~ ^{26th - 31st} 2020 ²¹~~2020~~

... MARIPOSA COUNTY FAIRGROUNDS ...

Presidents Column

They say absence makes the heart grow fonder and based on the great time we had at our first campout in 13 months at Furnace Creek that is very true! Since we were unable to book group sites a number of members stepped up and reserved individual sites that allowed us to hold the campout. We had a limit of 3 tents per site and given the size of these walking sites it provided significant room for all attendees. I know everyone enjoyed seeing members for the first time in a long while along with the great riding and scenery that Death Valley provides. We lucked out with the weather. Friday night was a little windy but manageable, although I failed to zip closed my rain fly so I woke up with my tent filled with fine dust. I knew I had a problem when I could feel the grit in my mouth. The next day was picture perfect calm. A number of members conquered Titus Canyon with a few minor get offs but no serious injuries. Big props to Jorgen Larsen riding two up with Mylene Larsen!. Also a big

thanks to Heidi Crum who was able to book Group site 5 for next year!

Also, a big thanks to Greg Hutchinson who reserved SongDog for our April Campout. Look for signups soon. Now for the big news. We are a green light for the 49er this year and Greg Hutchinson and Mark Rodda are working furiously to pull together the rally. We need to make a few concessions such as limiting attendance and holding meals outside and perhaps forgoing the beer garden but no matter it will be great to get back to some level of normalcy. Be on the lookout for signups very shortly. Also we are looking for volunteers for many positions to help with the rally so please reach out to Greg or Mark if you are willing to help.

Stay safe and get your vaccine!

Kevin Coleman

49er Update from Greg Hutchinson 49er Chair

As of today (3/24) we have a go for this year's delayed 2020 49er Rally. It will be familiar but different because of the last year's pandemic. I talked with the Mariposa County Health Director today and a lot of the changes the Board discussed to mitigate the possible COVAD19 spread were close to the same recommendations from the Director. He was pleased that we are thinking about the safety of all attendees in a thoughtful way that will allow us to have a good time under strange circumstances.

We have a lineup of great food, very interesting seminars, the Men's and Lady's Adventure riding schools, enhanced Poker Runs, lots of prizes, fun events, and a chance to social distance on two wheels and enjoy the ride.

I'll be meeting with the Mariposa Fairgrounds manager tomorrow to go over contingency planning for dinner, seminars, and awards ceremony sitting arrangements as well as what to do in case of rain. So we'll try to run as many

scenarios as possible to accommodate everyone's safety and enjoyment...but this year is pretty much uncharted territory so bring a sense of humor as we figure this out as we go. One big change this year is a limit of the number of people allowed in the fairgrounds and in the main buildings. Expect the dinner seating to be staggered and tables arranged to support your "pod" of friends. By the time of the rally, I would guess most people will have had one or both of your shots..and that's just part of our unfortunate new normal until Covid is stomped in the dirt.

Bottom line is even though we have to take precautions and make some adjustments, the focus of the 49er has always been to get out and ride, have fun, and be safe.

Sincerely,

Greg Hutchinson 2021 49er Co-Chair

Important things to note

- 1. The 2021 49er will be pre-registered only. No drive ups.**
- 2. The number of attendees will be limited to 300.**
- 3. Fully paid up members of Norcal will be offered sign up priority. If you want to go, Norcal members should sign up soon as you receive an email notification that registration is open.**

Editors Corner

As I hinted last month's Editors Corner this March 2020 was different to the preceding 12 months. The club is back on the road with a bang.

Up first was the SSBR and was followed up with an outstanding Death Valley camp out. The weather was kind with temperature maxing out in the 80's but more importantly there was no wind.

Paul Bosco kindly volunteered to capture his experiences and these are accompanied with a bunch of great photos, by Paul, Buddy and Tom Short. When adding the photos to the article I sequenced them based on the picture time stamp so that the reader can follow an illustrated journey through Titus Canyon (without getting dirty)

Delf Hedde who submitted a great article last month covering his Death Valley trip, followed up this month with another excellent article describing his experience at the BMW Riders Academy.

When he found out that Newsletter authors receive a complementary paper copy of the newsletter as a thank you, he immediately put fingers to keyboard bash out another winner.

Several people approached me at the Death Valley to say that they really enjoy the newsletter. Firstly I am delighted that people actually read it and hearing this makes it all worthwhile. Admittedly I spend a fair amount of time putting it all together, but there would not be a newsletter at all if I did not receive contributions.

I am sure many experienced riders out there have thoughts, experiences and stories that would be of interest to other members .. so just get going.

This months cover should give everyone a clue that this years 49er rally is definitely on.. Register early if you want to attend..

John Ellis

Message from Alan Huntzinger

Thank you Kevin, Hugo, Jorgen and Bob for the "get Well" card, hand delivered. I am now recovering from the heart valve work to install clip, inside my heart to better seal the valve from

leaking. I didn't want PIG valve as I did not want to smell bacon when I exhale. Should be back in the saddle in a couple of weeks.

Alan

Select Group of Death Valley Attendees



Having fun at the BMW US Rider Academy

By Delf Hedde

One of the great things about riding motorcycles is, that no matter how good you think you are, there is always more to learn.

During my riding career, I have taken many classes with RawHyde, Black Swan, Total Control and other organizations. The one thing all these experiences had in common: I always had fun!

So, when the opportunity rose to join some acquaintances for a week of training at the US Rider Academy, I jumped on it.

The BMW US Rider Academy is located at the BMW Performance Center in Spartanburg, South Carolina. There BMW offers a number of Road and Off-Road focused classes for all skill levels.

We signed up for two, two-day classes:

TWO-DAY USRA AUTHORITY SCHOOL, according to BMW: "Originally constructed for the needs of LEO, government officers and security professionals, this technical set of exercises will assist riders in tight turns, slow speed navigation, sight lines and safety. Go from just a "rider" to an "operator" with an intense combination of challenges. Become one with your motorcycle and attain the fluidity to harmoniously balance your body, eyes, brain, and bike controls like a pro"

TWO-DAY ADVENTURE OFF-ROAD, again, according to BMW: "This two-day offering will have you ready to tackle almost any remote location that you wish to transit. The first day will cover off-road foundations, while day two gets into more focused events like traversing steep inclines and declines, riding through mud, and picking up your bike while on a hill. The enhanced riding skills you learn will become as vital as your favorite pair of boots".

While trying to find the right week, we were offered an incredible deal: If we signed up for both classes, BMW would provide a private Off-Road class for us (3 participants) at a date of our choice, with the curriculum adjusted to our riding skills, for a price very close to the standard 2 day offering.

BMW MOA Members can also apply for financial assistance from the Paul B. Memorial Scholarship fund. The application process for a scholarship is web based and really straightforward.

So, in November of last year, I hopped on a plane from SFO to Atlanta (there are also flights into Spartanburg – but with the many flight cancellations due to the virus, I wanted to avoid the risk of connecting flights) and rented a car for the three-hour drive to Greenville in South Carolina. The BMW facilities are located right between the towns of Greenville and Spartanburg.

I arrived on Sunday before the Monday class start, so I had some time to explore the area. Greenville is a beautiful town in a region with a lot of natural beauty and history. Coming from Northern California, all the green actually hurt my eyes.

Another thing that amazed me was the size of the BMW factory. The facilities cover more than 1100 acres, 23,000 people produce nearly half a million cars per year here. That makes this facility the biggest car plant in the US. As around 70% of the production is exported to 125 foreign markets. BMW, a German company, is actually the biggest car exporter from the US.

In the middle of all the plants is the BMW Performance Center, a 137-acre facility with a racetrack and acres and acres of Off-Road playground. While the majority of customers are on four wheels – there are lots of opportunities to have fun on bikes.

On Monday morning at 07:30 eight participants showed up in the Performance Center Cafeteria to sign in, meet the Instructors, fill out the liability waivers, and refuel on coffee and tea. As expected from a German organization, the class started promptly at 8:00. We were told what to expect over the next two days (some very challenging riding! – This is NOT a beginner class), some background on the class (initially designed for Police, Secret Service and similar agencies – and only recently opened up for civilians), and some riding tips (very familiar to anyone who rides offroad: Weight your pegs, Keep your head and eyes up, Keep your speed up, Ride in the friction zone, Breathe....).

We then went out to meet our bikes. One of the best things about these classes is, that BMW provides the bikes. You have no financial responsibility if you damage or break one (something I was very thankful for after an "incident" during the Off-Road class). All school bikes were new GSEs.

After a quick familiarization with the bikes and some balance exercises, we headed for the practice area – a large, paved area with lots and lots of cones placed on it. We did some more warm up rounds around the perimeter, riding on one peg, riding sidesaddle, etc. before we started working with the cone patterns. Starting with relatively straight forward exercises, the patterns became more and more complex and tight: Simple



cones weaves, offset cone weaves, tight circles, Figure Eights, Snowmen, Iron Cross – pretty much the patterns that you can see in Police Bike competitions.

The format of the class was extremely effective: A new pattern was explained, one of the instructors demonstrated how to ride it and then we got our turns. Immediate and very valuable individual feedback and hints were provided by the instructors. After a couple of run throughs, we switched to “open practice” where the participants could spread out and work on all the patterns that had been introduced.

The instructors and some helpers were always there to provide more feedback and tips, as well as to help to raise dropped bikes (and there were a LOT of dropped bikes!).

Slow speed maneuvering was not my strength (that’s why I took the class), so in preparation for this course, I had watched some YouTube videos, looked up patterns on the internet and armed with some cones, spent time on a local parking lot at home. Based on that training, I felt pretty confident starting the course.

Well, reaching “Expert Level” based on YouTube and online courses just barely prepared me for the starting point of the Authority School! It very challenging, but great fun to learn maneuvering these big and heavy bikes through unbelievable tight patterns.

After three hours of riding slow and tight turns, we allowed our bikes to breathe a bit and did several laps of the racetrack. More fun!

We had a very nice lunch at the Cafeteria, then we headed back to the cones for more instruction and practice. Everyone had a great time, as new patterns were introduced, known patterns were practiced, progress was made, and some initially insurmountable challenges became routine.

We concluded the first day of the Authority school with some more laps around the track.

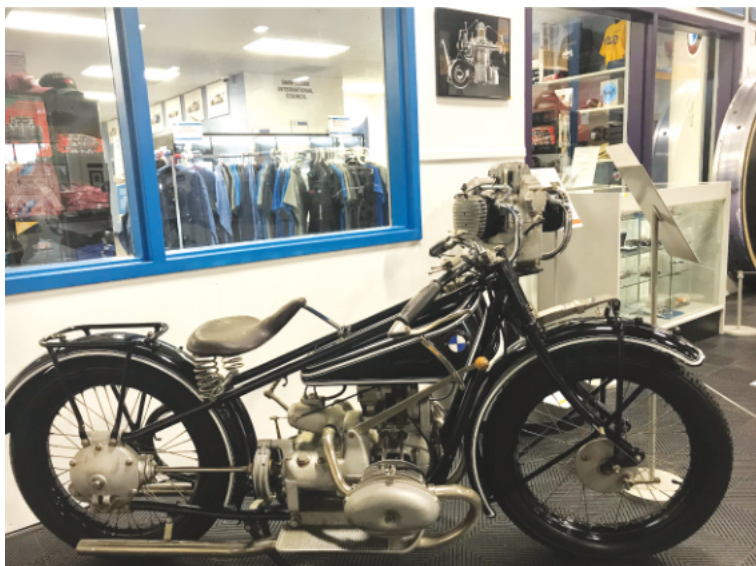
Day 2 started with some exercises, plenty of practice time and a voluntarily competition (doing a timed run though all patterns).

After some more laps around the track and another excellent lunch, we started the high-speed part of the course: High speed waves, obstacle evasion and lots of braking exercises (with and without ABS). This was my first introduction to the ABS Pro functionality available on the new 1250GS: We were to ride a turn at high speed (full lean) and on the signal of the instructor grab the front brake and stump on the rear brake. As this went completely against everything I had ever learned about braking, initially I had a very hard time following these instructions. But the results are nothing short of amazing: The bike just rights itself and stops in an unbelievable short distance. I am convinced that this feature will save lives!!

At the end of the class, we did not only get our completion certificates, rebate vouchers for the gift shop and goodie bag (including the vaunted Performance Center ballcap) but were also presented with a Challenge Coin.

Wednesday was a rest day and I had planned to rent a bike via Twisted Road and head up to ride the Tail of the Dragon in North Carolina. Unfortunately, Tropical Storm Eta was starting to hit South Carolina and it was raining and blowing hard. So, I stuck to my rental car and visited the exhibition at the BMW Zentrum (a bit of a disappointment – really nothing there for motorcyclists), then headed to the Museum of the BMW Car Club of America Foundation.

This museum had a really great Exhibition: “Genesis: BMW From the Beginning”. Not only were some amazing cars displayed, but it also included motorcycles from the 1927 R47



sport bike and the Depression-era 1931 R2 single, the sidecar-and-trailer-equipped 1944 R75 (a true predecessor to the GS), to a 1949 R24, BMW's earliest postwar vehicle. I was the only visitor and had a great time chatting with the museum's curator.

On Thursday morning it was still storming and raining hard. We were not sure if the course would be conducted under these conditions, but when we met our instructor, we were told that only lightening would stop the classes

We used the same bikes we had used for the Authority School, but now equipped with knobby tires and bar raisers (for those who had requested them).

After a short introductory classroom session, we headed out into the storm. We followed pretty much the standard curriculum: slow riding, turns, trail stops, breaking, whoops... The Instructor adjusted the pace and level difficulty of the exercises to our small class size and level of experience. Having one instructor for only three students guaranteed that we received a lot of individual attention and feedback. The rain and the mud made everything more "interesting".

Between Exercises we had a chance to apply our skills at "Enduro Runs": Trail rides through the vast terrain of the performance center, with about everything that one would encounter out in the real world: Trees, Hills, deep ruts, creeks, lots of obstacles and lots and lots of mud. Because we went relatively quickly through the exercises, we were able to enjoy many miles of these runs.

During one of these I got stuck in the deep mud, when the instructor came running, yelling at me to get off my bike. Shocked by his untypical behavior, I literally jumped off my bike. Only then did I notice that the heat from my exhaust had set the vegetation around my bike on fire. The rain and our efforts quickly extinguished the flames – but this incident reminded me to be extremely careful when riding back in dry California.

During the day, we always had two helpers in a side by side close. They helped with dropped bikes (again, dropping the bike was a routine experience) set up shelter and provided fluids during breaks.

The end of the day, we, as well as the bikes were in urgent need of the power wash that was happily provided by the Performance Center Crew. I was also happy to learn that the hotel had coin operated washers and dryers.

Day two (Friday) followed the same format. Fortunately, the storm had moved on and the rain had stopped. We still had lots of opportunity to opportunities to get dirty: A long and deep gravel pit, a huge sandpit, steep hills and the enduro runs seemed to tire my bike and it continued to ask for dirt naps. Finally, it got so tired of me, that it decided to just give up (Well I might have burned the clutch while trying to learn to roost (not part of the official curriculum)). Without questions asked, the helpers provided a new bike within minutes.

Way too quickly the course was over, and we received our finishers certificates. I had so much fun, that I can't wait to go back!

Even though the Performance Center is located on the wrong coast, everything about the courses was first class:

- An extremely well-structured curriculum with exercises building on each other
- Instructors that showed a level of professionalism, enthusiasm, riding and teaching skill, that I have not experienced before
- Brand new, well maintained bikes that can be used and abused without any worry of financial consequences
- A truly world class, huge, purpose build facility to practice in
- Even the food in the cafeteria was outstanding

If you are thinking about improving your on or offroad riding skills, I highly recommend that you check out the offerings of the BMW US Riders Academy. And keep in mind that financial assistance from the Paul B. Memorial Scholarship fund is available and easily obtainable.

Delf Hedde



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DEATH VALLEY OR BUST

Most everyone at this year's Norcal Death Valley Campout could agree on one thing- It was time to get the hell out of wherever we were holed up for the last 12 months and get in some great riding, fresh air, and see friends!

Chris Weld and I worked our way from the Bay Area down the Airline highway (25) to Coalinga heading south to Kernville.

After a night there we took the River Road on the North side of Lake Isabella which I have to say was pretty spectacular!

Finally, reaching Wildrose Canyon Road, it was closed due to washout last time I came so I was really happy to see it open once again.

Now Chris is not really into off-road but I have to hand it to him. He did great making it to the Wildrose Charcoal Kilns. Not bad for a 79-year-old guy! Maybe I should start drinking Jim Beam and smoke a pipe. Back in the day the Kilns were used to slow burn Pinyon Pine to make charcoal to be used for the mills and smelters. They were only in operation for 3 years and are well preserved. The ride down to the Valley from there was scenic and beautiful with lots of twisties.

We met with Blake and John at our campsite and Blake and I decided to do the club group ride to Rhyolite and Titus Canyon on Saturday since the last time it was washed out and closed as well! Both Blake and I had never done this route before so we were looking forward to it.

On Saturday our leader Buddy came by with 6 other riders (Brian, Tom, Manny, Jerry, Jay and Jason) to head to Beatty.

Fortunately, we dressed warm as the temps up there were in the 50's. We took the back way (dirt) into Rhyolite ghost town. Rhyolite is your classic boom and bust gold rush town where they pulled close to 50 million dollars' worth of ore out of the hills in today's dollars. Remnants of the train line, bank, sidewalks, electric plant and much more still exist. It is one of the most photographed ghost towns in the West. A few movies have been shot on location there as well.

We then took the high desert road into Titus. It ascends to a small pass in the mountains then works its way down into a sheer walled slot canyon. Blake and I had the intercoms going so we could forewarn each other about hazards in the road. It sounded like a comedy of errors. Everyone stopped at Leadfield a boomtown and mining site that was based on fraudulent claims of easy access and rich ore. It lasted from 1925 to 1927 with a population of 300 residents. Leaving Leadfield we rode into the steep walled canyon and the road quickly turned to deep gravel and sand. I was riding along when I hear Blake almost lose it over the intercom and by that time it was too late, I was in some deep sand myself. I tried to gas out of it but didn't have enough speed and didn't want to hit the riders in front of me who stopped just after. Titus claims another rider again! Jay had also hit this spot and went left into a large gravel embankment.

On the way out of the canyon we aired up at near the exit and headed to Stovepipe Wells for an ice cream and good conversation. What a great day.

Paul Bosco





Pictures by Buddy Scauzzo, Paul Bosco and Tom Short

MARCH 14TH SSBR MINUS BREAKFAST

Over the last 10 years I have been averaging 15,000 miles a year. Last year was less than 3000. It is therefore good to see the return of the Second Sunday Breakfast ride (SSBR) unfortunately minus breakfast due to Covid restrictions. As a result of a baffling paradox my riding gear after a year of little use, just hanging in the closet, actually shrunk in size. Determined not to miss out on the SSBR, I compressed myself into newly smaller suit and set off.

Thanks to President Kevin Coleman for organizing this ride. It started in Fairfield and then up Pleasant Valley Road to Lake Berryessa, hwy128 to St Helena and finally Mount Veeder Road to Napa. A good mix of roads with different challenges to shake off some of the riding rust.

When I first started to ride with the club attendance at a SSBR was typically 12 to 15. Although the club has grown considerably since, it was surprising to see

around 35 riders for start of this ride, including many first-time attendees.

The temperature was around 50F at the start and this being California I figured it would warm up along the way. I shredded my heated jacket only to discover as we got up to Berryessa the temperature had actually fallen and I needed an unscheduled stop to add the layers back.

It was the first time I had ridden these roads since last year's fires. Although there were sections that were badly burnt out, there was plenty of green grass and many spectacular spring blossoms. One field we passed was filled with long horn cattle - an unusual sight in California.

The ride ended in Napa, where some hung around for lunch. Close to 200 miles for a morning ride - a good start.

John Ellis

Photos by Mini McMahon and John Ellis







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Members can get an additional 10% (25% in total) on Helite Airbags when ordering 8 or more products. Again, accessories are not including in the discount. If you are interested in placing an order and you are willing to wait until we get 8 orders, you can email:

Safetydirector@bmwnorcal.org

and we will keep you informed as of when the goal is reached.

We have all heard stories from riders who used the Helite Airbags and can attest the to the product performance. From slow falls to high speed crashes, riders claim that if they hadn't used the Helite Airbag, they would have been in much worse shape.

The holidays are upon us, and what better way to treat yourself - you deserve it.

Regards

Jorgen Larsen

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Gravity Gas Pump. Missing glass and hose otherwise mostly there. I got it from a Mobil Gas distributor, and it was painted red at one time. Easily restored if you want to. Fully restored the pump is worth \$6000 to \$7000. In "as is" condition I am asking \$2000 or as a special deal only \$1000 to a NorCal club member. Call Alan Huntzinger (408) 295-4506

FREE TO CLUB MEMBERS

Folding aluminum ramp. (To load bikes on the back of a truck) Approximately 90 inch by 12inch when opened. I used it for sub 400 lbs vintage bikes but am sure it could handle a bigger load. Call John Ellis (925) 918-3106



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EVENTS

April 30, 2021 to May 02, 2021 Central Cal Spring Fling
2021 Location: American River Resort in Coloma. Pre-
registration is a requirement. No walk ups. Register at
www.cabr.org. \$65. Open to non-members

May 27 to May 31. 49er Rally The Mariposa County
Fairgrounds. Registered attendees only

Anniversaries

May	Don Allison	30
	Ken Caruthers	10
	Jacobo Galina	10
	Barbara Garfien	10
	Ron Harkov	10
	B. Patrick Harpole	5
	John LaRoche	45
	Steve Lawton	10
	Kevin Lindsey	10
	Roger Malone	15
	Frank Parker	10
	Noel Stevens	25
June	Hugo Bonilla	5
	Kevin Coleman	5
	Phillip James	25
	Jorgen Larson	5
	Cliff Marden	5

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