

JUNE 2021

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

Presidents Column

The 49er is a wrap and we are on to our next efforts including the election meeting, BMW MOA National Rally and the Range of Light! I am happy to announce that the Club is back in the full swing of things with a full summer of rides and meetings. With the State fully opening June 15th, we expect to be operating as normal with breakfast meetings before our monthly rides and no limits on our monthly meetings. So be sure and check out our events page and sign up! We have a full summer of meetings already posted and SSBR's will be posted throughout the summer.

It was absolutely awesome to see everyone at the 49er this year. Even though it was billed as a more basic version given the reduced timeframe to plan it, the event included all our normal activities plus some new ones. We added a hot dog vendor in the beer garden and Jet Libreto and a few of the members from the Crispy Patas motorcycle served Halo Halo Shaved Ice desserts Saturday Afternoon. Both were very well received. The Asphalt Trials, English Trials and the GS Giants Challenge courses did not disappoint the participants or the spectators. The GS training classes were a big hit being put on by Black Swan and we easily filled all the volunteer spots needed. Once again, the great hospitality of the Mariposa Fairgrounds was outstanding! It was a great event to get the club back on its feet after a long pandemic shutdown. Well

done Greg Hutchinson and Mark Rodda, Rally Co-chairs!

It was nice to add about 40 new full members to the roster after the 49er who paid their dues at the Rally. It's a sure sign our club is vibrant and doing all the right things. Current members will see either an invoice to be paid or recurring charge for their annual dues on their credit card on file with the Club.. Remember our dues are based on our fiscal year so you are paying your dues for the July 1, 2021 to June 30, 2022 year. It should be easier for many of the members set up for auto renewal but please confirm your credit card is still valid. We greatly appreciate everyone paying their dues on time.

Our election meeting will be held June 19th in Loyalton. Note that this is a week earlier than normal to allow our members to attend the BMW MOA National Rally in Great Falls. Sign up on our events page. We have a great BBQ dinner available as well. Consider running for one of the Board positions. All positions are up for re-election this year. We for sure need a tour captain and I know any of the current Board members would welcome new members to a board position. So please consider helping out the club and consider nominating yourself or someone you think would do a great job.

Stay Safe

Kevin Coleman President

48th Annual 49er Rally Wrap Up

The most stressful and yet the happiest 49er...EVER.

Every 49er since the first has had its share of challenges behind the scenes in order to organize a party for all. This annual event has always been for everyone who has a passion for riding, watching, learning, and presenting all things around motorcycling...and in our case, Beemers.

All the COVAD restrictions were virtually invisible because of the guidance of the Mariposa Health Department and the Fairgrounds Management. They worked with us to make everything work with a minimum of interference. And that was THE most stressful part of the entire Rally experience. That's just not in the training manual and hopefully never a factor in the future.

We couldn't have asked for better weather, a more appreciative group of people, a wonderful roster of seminar presenters who educated and entertained, a collective of wonderful chefs and cooks who served some of the best rally food in history, the distribution of a LOT of money and prizes across the entire rally and final awards ceremony, exciting spectator events like the riders in the GS Giants and English Trials, examples of continuing rider education at the Street Skills Clinic, a constant gathering of old and new friends at the Biergarten (until we ran out of beer for a couple hours), and just the laid back enjoyment

of old friends and first timers who settled in for a GREAT experience.

On the other side, the Rally couldn't operate without the dedication and sense of humor needed by the almost 70 volunteers who handled all the behind the scenes effort that allowed everyone to relax and have fun. Whether serving beer, setting up the English Trials course, developing this year's artwork, handling all the questions at the country store, and all the other parts that combine to make the 49er unique. The support from the Club Board and having Mark Rodda as the other Rally Chair helped tremendously. He handled way more of the hard stuff and I appreciated everything he did.

So with 2021 in the history book, I hope everyone will submit any and all comments and suggestions to the 49er Rally Chair email so we can start improving the outline for next year as the Club heads into the 49th, 49er and building both the offering and attendance in anticipation of the following year's 50th Anniversary Rally. The goal of approaching the 1300+ Rally goers from the early '90s is something to shoot for...but just having a good fun event where everyone smiles when they leave is the best reward EVER!

Greg Hutchinson 2021 49er Rally Chair

Editors Corner I delayed the June newsletter a few days this month so that I could include 49er pictures and summaries. Big thanks to Greg Hutchinson and Mark Rodde for putting on a successful event under difficult circumstances. Many moving parts need to be fitted together in a truncated period of time. Thanks to Jeff Zane for pictures and Mike Murphy for providing a list of prize winners (something I had hoped for since I started editing this newsletter).

My pleas for content were heard far away in Arizona by Bob Kruse, who is not a member but regularly attends the 49er rally. I really like the day ride articles to different locations, and maybe

this one will give others ideas.

At the last minute Ed Perry, in all his sartorial elegance, shared his experience when participating in the Distinguished Gentleman's ride. A real hoot.

Thanks to Alan Huntzinger for pointing out an interested article written by a former Norcal member which details his experiences building and riding a vintage sidecar racer.

As is typical the cupboard for the July issue is bare so now is the time to sit down and contribute something. Please.....

John Ellis

49er Rally Prize Winners

Prizes to be sent to winners:

Ernie Bargar – Helite Jacket (email gift certificate)
Ken Rogers – Bill Mayer custom seat (email gift certificate)
Don McCarthy - \$300 Helite Gift Card (email gift certificate)

Prizes collected by winners at the event:

\$100 gift certificate from Wunderlich – Erik Fernquest
\$100 gift certificate from Boxer2valve – Steve Miller
\$200 gift certificate from A&S Motorcycles – Deborah Walker
Mosko Moto Deluge Rain Kit (\$448) – Scot Marburger
Mosko Moto RAK Riding Kit (\$678) – Lester Catts (not sure if name is spelled correctly)
Mosko Moto \$100 gift certificate – name not obtained
911 code reader from Ted Porter – Claire Palmgren
Weiser turn signals – name not obtained

GS Giants Winners

First - Chris Johns, 31056 Iron Circle Temecula CA 92591
Second – Jim Baweja
Third – Brian Bennett

Asphalt Trials (apparently this was a contest)

First – Chris Johns (see address above)
Second – Brian Bennett
Most Improved – Claire Palmgren

English Trials

Four riders achieved a perfect score and received certificates to prove it – Bert Lankins, Brian Bennett, Scottie Sharpe and Steve Perko

Women – First place Michelle Lodwick, Second Place was a tie between Barbara Schulz and Tracy Bethune

49er Sponsors



Norcal Directors Election Meeting - 19 Jun 2021

WE NEED YOU!



All Director positions are up for re-election this year with the President, Secretary, Historian and Treasurer serving a 1-year term and Vice President, Safety Director and Tour Captain serving a 2-year term.

So please consider serving your fellow club members on the Board. Reach out to any of the current Board Members for more details on roles, responsibilities, and time commitments or check out the recently revised by-laws which contain excellent descriptions of each Director's responsibility. The by-laws can be easily accessed at [BMWNorcal.org](https://bmwnorcal.org). (<https://bmwnorcal.org/Club-By-laws>)

Members can nominate themselves or others. If you plan on nominating someone, please let our current President, Kevin Coleman know (president@bmwnorcal.org). This will allow nominations to be published in next month's Norcal Newsletter.

The election meeting will be held on 19th June, at a private ranch location in Loyalton north of Truckee with the rancher providing a BBQ dinner. Further details will be published closer to the time of the meeting.

The success of the club depends on volunteers. Have fun and contribute by serving as a board member.

Junction Bar and Grill on Mines Road reopens



The Junction opened again about 2 months ago. Right now it's open Saturday and Sunday only, between 11.00am and 5.00pm. It serves beer, wine, soft drinks and coffee as before. The food menu is currently burgers of various styles with fries etc. I have been there a couple of times and the parking lot has always been full, so hopefully the new operators will be successful.

As you can see from the picture I have left printed versions of the newsletter along with club brochures. Nice to see that on my last visit a number of these have been taken.

DISTINGUISHED GENTLEMAN'S RIDE

If you're like me, you like to experience varied and different motorcycle events. Several years ago, just by chance, I encountered a small group of motorcyclists in a Redding coffee shop. They were all duded up in wool blazers, ties, flat caps and dress shoes. Not exactly normal safety gear. I learned they had just completed the Distinguished Gentlemen's Ride. It sounded like a fun event, for a good cause, and I decided I would have to participate.

As the years went by I always had something else to do when the DGR was scheduled. Except this year. Normally held in September, it was changed to May this year and I was free to partake in the tenth year of the ride started in Australia to raise money for men's health issues.

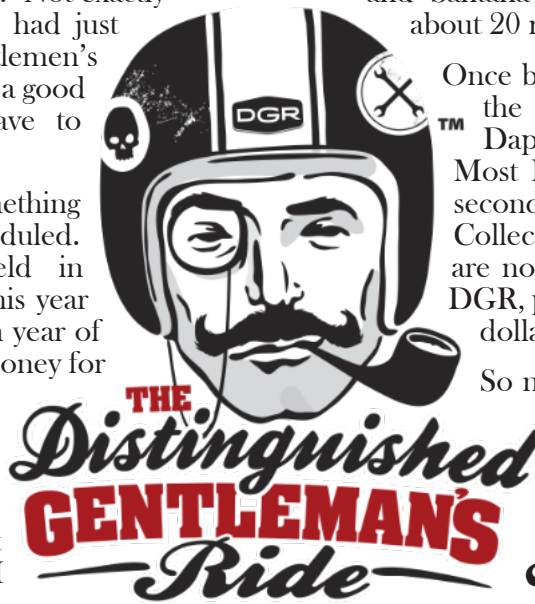
Even though I wasn't qualified by not being neither distinguished nor a gentlemen, I was welcomed, as were women. We met at Spirit Motorcycles in San Jose at 9 am. I

had plenty of time to check out the variety of unusual bikes and characters before starting out at 0945. Almost 200 eclectic riders on eclectic machines road to City Hall for a group photo and then paraded through Willow Glen and Santana Row before returning to Spirit, or about 20 miles.

Once back at the shop, awards were given to the Most Dapper Gentleman, Most Dapper Lady, Most Dapper Pillion, and Most Dapper Bike in addition to the first, second and third most funds raised. Collectively, San Jose raised \$18,673. There are now over 600 cities participating in the DGR, probably one near you, and millions of dollars have been raised.

So next year, if you want to try something different, have some fun, meet "different" people and support a great cause, get some fancy duds on and ride.

Ed Perry



USB and Power Banks – What’s New?

I purchased a Power Bank several years ago and use it to recharge my phone and tablets when camping. This particular Power Bank (PB) has two USB-A four pin output ports, one labeled 1A and one labeled 2A. I took this the Death Valley camp-out and used it to charge my phone. For some reason I decided to use the 2A port since I figured the phone would control the amount of current taken. The phone charged but got a little hot. When I got home, I had a nasty scare when the phone stopped working – just went dead. Fortunately, after about ½ hour I managed to reset the phone, and the phone subsequently has worked fine.

This reminded of when I used the same port to charge a tablet and something similar happened. The Power Bank is sealed and to be honest I never thought about what exactly was going on inside the Power Bank.

USB ports and wall chargers are now so ubiquitous it's hard to remember when we did not use them, however if you go back 15 years or so every electronic gadget came with its own proprietary charger with a proprietary connector. USB was originally defined as a standardized data interface to support peripherals such keyboards and mice. It consisted of 2 connections for data and two connectors supplying at 5 volts and up to 100mA of current. The idea of a standardized source of power gained much interest and by 2009 the standard had developed to allow charging currents up to 1.5 Amps.

Three types of power sources were defined and a basic handshake protocol between the device being charged and the power source allowed the connected device to figure out the capabilities of the power source. The main reason for this is to prevent the connected device from drawing an excess of power from the power source.

This is all fine, except in practice it's hard to figure out whether a \$5 wall plug or battery Power Bank you might buy actually complies to the standard.

Going further I discovered a “new” USB powering standard which allowed voltages higher than 5 volts. This technology is known as USB – Power Delivery (USB-PD) which was introduced to reduce charge times on phones and electronic

gear. It allowed charge voltages as high as 20 volts and up to 100 watts of power (e.g. 5 A at 20V). What really got my interest was that USB-PD included a full-blown packet data protocol between the charger and the device which allowed the device to request an exact voltage and from the supply in 20mV increments.

A light went on in my tiny brain. I purchased an Essential Phone a couple of years ago and I came with a “fast charger” wall plug. It was a bit different from a regular wall charger since it came with a USB-C port rather than the usual USB-A. Checking data sheets confirmed my phone was USB-PD compliant. To me this was a perfect solution because it meant there was no possibility of overcharging my phone, plus there was no wasted power from the Power Bank. I went on Amazon and was able to find a new Power Block for around \$16 which supported USB-PD.

In the course of investigation, it turns out there is another very similar but proprietary charging protocol developed by Qualcomm and integrated in Snapdragon devices called Quick Charge. Snapdragon CPUs produced after 2017 also included support for both Quick Charge and USB-PD. Many Android phones use Qualcomm chip sets.

Apple phones after iPhone 8 also support USB-PD. To make use of a USB-PD wall charger or Power Bank (which typically has USB-C type plug) you will need to buy a Lightning to USB-C cable.

Samsung phones and tablets have supported Quick Charge for some time, but you will need to check on which version. According to the spec, chargers should be backward compatible. Quick Charge Version 5 was released in 2020.

If you ride and use your phone for navigation, and it always powered, you should check the specs of your phone and if it's supported by a USB-PD or QC charger. It may well be that using a standard USB charger (in the cigarette lighter socket) will not supply enough power to keep your phone charged if the screen is always on.

John Ellis

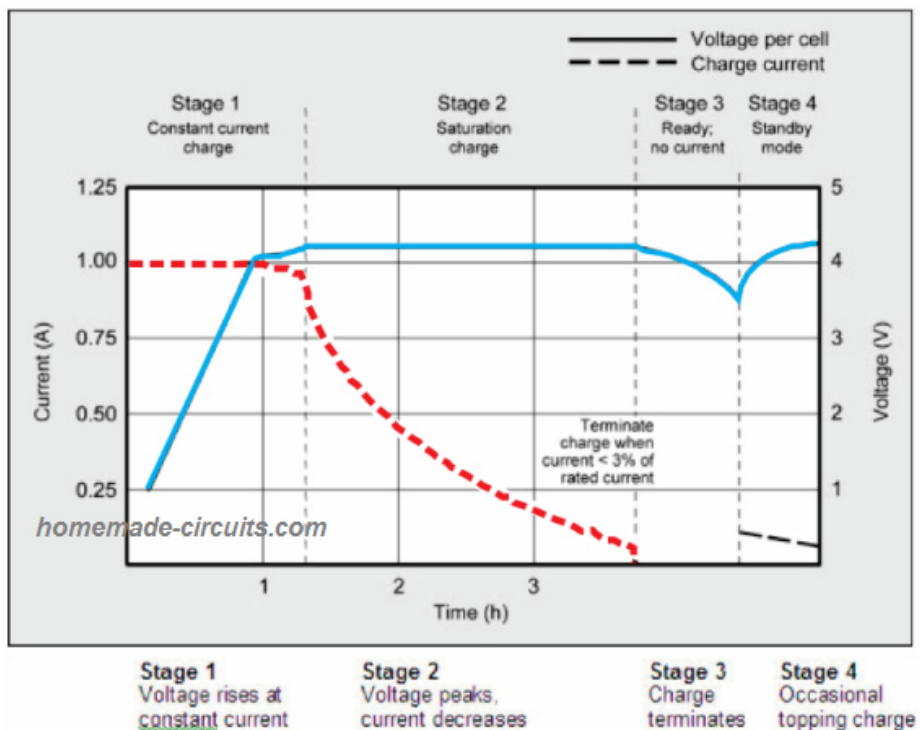
Technology

I did spend some time looking at the technology in the Power Banks and the phones required to make USB powering work. To be frank I was astonished by complexity. Power Banks typically use Li-Ion batteries. A Li-Ion cell has an operating voltage between 3.7 and 4.2V. To reach the 5 to 20 volts on the USB port Boost Converters (which are really switching dc to dc converter). In your phone a similar converter is required to reduce the applied voltage phone battery being charge.

The charging of Li-Ion batteries needs to be incredibly precise in order to prevent damage or even fire. This is accomplished using specialized silicon in combination with microprocessors. There is a lot going on inside your phone or Power Bank.

The diagram shows how the voltage and current are controlled by the charging circuit in the phone. In this example initially the phone charges the battery with a constant current until the batter voltage reaches close to the final charge level.

It's only a guess but I suspect when the phone started the constant current draw was more than my old Power Bank could sustain and the phone ended up in a strange state.



The First MOA National by Chris Weld

The first NorCal 49er Rally was held in 1972. It was such a success that in 1973 NorCal cooperated with the newly established national BMW MOA to host the first MOA rally. This article was written in 2000 by Chris Weld

One of the NorCal's early active members was John Moore, a United Airlines employee from San Francisco's East Bay Area. John was one of those people who worked tirelessly for the Northern California Club and gave his whole hearted support to the planning for the Club's first 49'er in 1972. Commensurate with this activity John was meeting with other BMW Club representatives from across the country who were exploring the founding of a national organization, BMW Motorcycle Club of America. John's ability to fly relatively 'free' played an important part in the formation of the BMW MOA.

There was much talk about a 'national organization' at that first 49'er Rally. Concerns were expressed about what benefit, if any, a 'national organization' could deliver to 'John Q. Rider', I know this for fact as I was one of those vocal skeptics. And, I didn't change my views for the better part of year or more as my MOA membership number will attest.

There were other problems attendant with creation of a 'national organization', one fellow from the Pacific Northwest was very opinionated about having an organization under his leadership. He questioned everyone else's motives - while everyone else questioned his. Either way the BMW MOA was born that same year and 1972 saw the start of their initial membership drive.

The first 49'er was viewed as a success by all standards and the new BMW MOA leadership initially sought to hold a 'National Rally' in conjunction with an existing, sponsored club's rally. The Northern California BMW Club was approached to host the first 'National' in conjunction with their second 49'er. What would this

entail? What would be the attendance? There were lots of 'unknowns'.

Everyone was fortunate. A Pacifica California housewife, Sheila Hyman, accepted the task of running that 'unknown first'. Sheila is no ordinary housewife, today she's a very successful CTA running her own independent shop and holding down national leadership positions in ASTA (American Society of Travel Agents). She specializes in marine travel and teaches in two of the local community colleges. Like I said, we were all fortunate. Sheila marshaled the club's membership and delivered. She knew how to both delegate and motivate.

Sheila recalls that everyone playing a major roll in this rally was great. She concurs with my memory that the attendance was around 325-350 people, more than was initially planned. Two problems surfaced, one with the county, which wanted a major up-grade in the number of port-a-potties and the second with our Saturday night caterer, who was initially ill equipped to handle the crowd as eventually appeared.

Alan Huntzinger, a fellow 'charter member' of the Northern California BMW Club, who's still active and the field events director for that first National was asked his recollections. Alan directed my attention to the fact that all the surplus patches were burned-up in the fire ring the last night of the rally. The 'rally pin' itself was used for several years, with a 'year-bar' being attached.

The BMW Club of Northern California was proud, then and still, to have hosted BMW MOA's 'First National' - to have established a standard that has consistently been lifted in each of the twenty-seven succeeding years. I've only missed a few 'nationals' and today look forward to meeting old friends in Redmond, Oregon. Remember, tradition survives, but only when honored.

Chris Weld Charter Member



Dave Kaechele was an active NorCal club member from 1975 until 1980 when he moved to Redding. He was tour captain from 1976/77. He was also active racing motorcycles .

After he stopped racing motorcycles he built and raced a BMW sidecar.

Thanks to Alan Huntzinger for sending me the article he wrote a couple of years ago describing his exploits.

See to full article click here or go to

<https://www.bmwmoa.org/blogpost/1351198/Airheaded?tag=Racing>



195 Miles and 240 million years ago by Bob Kruse

The August 2020 edition of BMW Owners News had a photograph of an outdoor museum of metal art depicting life-sized dinosaurs near the town of Dragoon, Arizona, which is about an hour east of Tucson, Arizona. This seemed like a good destination for a day trip for my son-in-law (Levie), my wife (Debbie), and me. Levie recently took over my old 1997 R1100RT with about 120,000 miles. That bike had been to rallies at Ashville, Salem, and Hamburg. I had installed new fuel injectors, plugs, plug wires, tires, and a drive-shaft. The last long ride for it had been to a family reunion in Michigan 16 months ago. Since then, it was driven only short trips to work and back. It was ready to stretch its legs. My R1200RT hadn't been on a long trip since the Lebanon rally and was ready to get out of town. Off to the dinosaurs we went. We added a loop to Tombstone to make it more worthwhile.

The morning was beautiful. Clear sky. Low 60's. Down to I-10 and east to the turn-off to Dragoon we went. The desert has lots of creosote bushes and mesquite trees near Tucson. As you go east, it thins out to become mostly grassland. Three miles on a country road later, we were at Rattlesnake Ranch. There are 20 metal sculptures spread around the desert on several acres, guarded by a dark brown coiled rattlesnake sculpture (see photo). The larger ones are 12 feet tall. Some have a simple rust finish of sheet metal. Others have a textured finish with a detailed paint job. They must have taken a lot of time to weld together. They all look amazing. All are mounted on sturdy steel plate bases and buried in the sand. You can see Levie with Debbie feeding one of them (see photo). In addition to the dinosaurs are a few sculptures depicting southwestern history from around 140 years ago (see photo). We parked near several dinosaurs to help show the scale (see photo). It looks like the bikes are part of the parade. The museum is free but they accept donations.

Next, we were off to Tombstone. We double



backed on I-10 to Benson and then turned south on AZ-80 via the town of St. David. This town has about 1800 people. It's probably known best around here for its high school football team. Due to its small size, the school is in the smallest athletic division, so it isn't exactly a powerhouse, but they play well and are fun to watch. They are the only game in town, so they have to travel out of town to every away game. Tombstone is 18 miles south of St. David. Tombstone, "the town too tough to die", is a western tour attraction with old time streets, saloons, shopping, gunfights, stagecoach rides and Boot Hill Cemetery (see photos). Many of the buildings are actual remaining structures from the days of Wyatt Earp. You can dress up in old clothes and get your photo taken or see a live reenactment of the 1881 gunfight at the OK Corral (see photo). We walked around and had a great lunch on the patio at Puny John's BBQ.

We took a more scenic route for the return trip. Just north of Tombstone, we turned west onto AZ-82 and headed for Sonoita. It's next to Elgin in the middle of, get this, wine country. Yes Virginia, you can grow grapes and make wine in SE Arizona. I'm not a connoisseur, but it tastes good to me and supports the local economy. There are several wineries that have tasting events. I played drums in a polka band that played at a large event during Oktoberfest two years ago. Sonoita and Elgin are, otherwise, cross-roads with cattle ranches and restaurants in the area. Sonoita is a good place to go for a breakfast ride, although the virus has reduced the demand for that.

From Sonoita, we turned north and headed on AZ-83 to Tucson. This is a nice road through the grasslands with sweeping curves through a pass in the hills halfway between Sonoita and Tucson. I think it got up to 70 degrees by the time we got to Sonoita, so we had a really nice weather day. All went well on our 195 mile loop back in time. No surprises. This is a nice area of Arizona for winter rides with room to expand beyond Tombstone to Bisbee, the Chiricahua Mountains or further as desired. Stay safe.

Bob Kruse





Pictures from the 2021 49er Rally









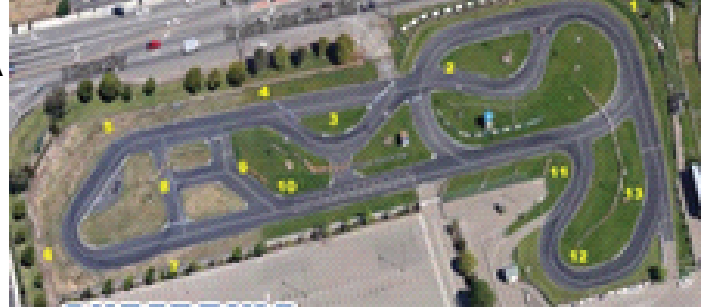
**Bmw Norcal is proud to announce yet another Member Clinic!
Advanced Riders Class hosted by Superbike-Coach Can Akkaya.
This class is designed uniquely for our club and riding needs, and it
will suit most riders.**

When: July 10th from 9:00am to 4:30pm
Where: Little 99 Raceway 1658 S Airport Way Stockton, CA 95206

What to bring: Fresh tires, a full tank of gas, and make sure your brakes are within specs. Other than that, there is no bike prep necessary. Come in your regular street riding gear. There is opportunity to order lunch, otherwise you are welcome to pack your own.

What to expect: A whole lot of fun and professional coaching on how to find and keep the riding line, waypoint viewing technique, mental aspects, trail braking, 'uber' counter steering (skills only Coach Can Akkaya teaches), brake to steer (a bad ass survival skill), and ABS emergency braking. The day will be spent in the classroom and on the track with drills and demos.

Cost: For NorCalMembers: \$139.00 + a booking fee (includes access to the track, free sport photography, snacks and water)



Please visit <https://www.superbike-coach.com/events/bmw-norcal-advanced-rider-class-2> to sign up.

BmwNorcal members who are currently members of MOA can apply for the Paul B. group scholarship to cover the costs of this class:

https://cdn.ymaws.com/www.bmwmoa.org/resource/resmgr/foundation/paul_b_scholarship_applicati.pdf

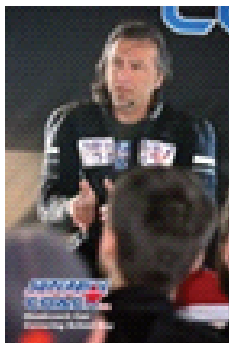
Please note, you should review your insurance policy carefully as your insurance may not cover incidents taking place on a racetrack.

This class is limited to 30 riders so it is first come first serve.

If there are any questions please email Jorgen Larsen, safetydirector@Bmwnorcal.org

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To get the discount, all you need to do is go to Helites website www.HeliteMoto.com and enter BMWNORCAL as the discount code.

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



THE COAST WITH THE MOST:
Oregon's 362 miles of shoreline include plenty of windswept vistas—like this one at Cannon Beach.

Peter Fonda rode motorcycles all his life including Harleys, Triumphs, Bultaco, Montesa Ducati, MV Agusta and BMWs including a R27. Here he is courtesy of Alan Huntzinger lost on the Lost Coast.



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EVENTS

19 June 2021. Campout and Norcal Directors Election Meeting - Loyalton Rotary Park-Co Rte S860, Loyalton. Breakfast at 8 AM Black Bear Diner in Vacaville. Leave at 9.00am. Register on website for BBQ.

24 -27 June 2021. BMW MOA National Rally Great Falls MT

10 July 2021. 9:00am-4:30pm. Rider Class with Superbike Coach Can Akkaya - Little 99 Raceway: 1658 South Airport Way, Stockton

24 July 2021. Campout at Coyote Group Campground located at the Northeast end of the French Meadows Reservoir. Breakfast at 8.00am Black Bear Diner in Lodi. Leave at 9.00am

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
June	Noel Stevens	25
	Hugo Bonilla	5
	Kevin Coleman	5
	Phillip James	25
	Jorgen Larson	5
	Cliff Marden	5

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