

MARCH 2022

NORCAL NEWS



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Camp to Ride



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PRESIDENTS COLUMN

It's been an incredibly busy month for the Board and the Club and can confidently say we have come through the pandemic thriving organization.

Our periodic members-only tech session was held at MotoGuild San Francisco last month where a number of our members got help doing basic maintenance. Big thanks to Bert Lankins for organizing the session and Paul Bosco for delivering excellent sandwiches. This is an outstanding benefit of membership. We also held a spectacular February meeting and campout at Plaskett Creek Campground on the Central California Coast with about 80 people! That's an excellent participation rate for Feb.

Coming up in March we have the BMW San Jose Wyoming BDR premier, the Baja 2022 ride with more than 40 riders, and the annual Death Valley meeting. We only have 1 of the big group sites reserved which unfortunately limited the registrations to 50 members and have a pretty long waitlist. We will not likely be able to accommodate everyone at the Furnace Creek Campsite. While we won't turn anyone away, if you don't have a confirmed spot and the camp host takes exception, you will have to set up camp at the Sunset Overflow site across the highway which should have plenty of space, albeit on gravel.

The Club has plenty of events to get engaged, meet other riders, and have a great time with a full schedule of events posted on our website for the rest of the year so check them out and register. However please remember to cancel your reservation in the event

your plans change. While we are booking larger sites to accommodate more riders, we are still experiencing significant demand for our monthly campgrounds and want to be able to accommodate everyone.

We worked hard with Mark Rodda, the 49er Chair, and all the committee chairs to finalize the plans for the 50th year of the 49er and launched the registration site to much fanfare. The move to Quincy puts a high demand on the team but they are responding with equal effort. Everyone is really excited about making this year's Rally a great one with greater reach across the west coast. To this end it's awesome to see Rawhyde Adventures offering training and Mosko Moto exhibiting at the rally. We also have great support from the Northern California Motorrad Dealers Group sponsoring Helge Pederson from Globe Trotters as a keynote speaker. Russ Brown is once again sponsoring the rally as a gold sponsor. The support of these significant organizations is a testament to the impact our club has. Plus, we have many more vendors and sponsors coming online. Be sure and sign up at www.49errally.org

Stay Safe.

Kevin Coleman President

EDITORS CORNER

February started off really well for me with an unsolicited submission from Ran Bush. Ran had recently visited Solvang Motorcycle Museum and provided an update of the bikes currently on display along with a bunch of pictures. I was able to read the notices associated with each bike and included descriptions along with Ran's photos.

In the early 2000's I was really into historical motor sport and squired an extensive library covering Grand Prix racing from the 1930's to the 70's. Inspired by Ran's contribution I started to read them again and in Dennis Jenkinson's "The AFN Story" I found a picture of "Jock" West at Brooklands on a BMW. I didn't remember seeing this particular picture before so I included it for readers interested in BMW's history.

I continue to be amazed at the proficiency of club members when it comes to camp site cooking. I thought it would make a great series of articles for the newsletter and mentioned this

to Kevin Coleman and he agreed to kick to thing off by writing the first article. I am hoping other members will follow with other articles - may be equipment or just a recipe . Come on guys please...

I wasn't able to make the February camp out, but my pitiful pleading for content was heard and Kevin wrote a description of the ride and Ravi Verma and Mini McMahon provided pictures. In fact I also pulled pictures from the event SmugMug page, but unfortunately I don't know the names of these photographers. Big thanks to all. Rick Webb sent me his historians report so this was added to the mix.

Looking forward to receiving content your for next month newsletter. At time of writing I have nothing

John Ellis

NorCal's 49er Rally - Sign Up Now

The 50th 49er will be held at Plumas County Fairgrounds in Quincy, California from May 26th to 30th

Four nights of grassy tent camping (or RV hookups if tents are not your thing) along with hot showers, cold beverages, live bands, a beer garden, great speakers and moto-centric vendor booths.

This years Saturday night dinner is included in your registration fee.

Rawhyde will run beginner and intermediate off-road training programs and we will continue our basic pavement-only motorcycle skills program. In addition, Road Guardians will run their Accident Scene Management training sessions.

For those interested you can complete in the English Trials, or step up to the next level with the GS Challenge but if you are more inclined towards on road riding there will be a poker run, with prizes for the winners.

For more details or to register for this event go to 49erRally.org

The 49er Rally is open to all makes of motorcycle, but those that attend this event on a BMW have an opportunity to join BMW Norcal motorcycle club.

SPRING TUNEUP TECH CLINIC AT MOTO GUILD

Big thanks to Moto Guild for sponsoring this event with the donation of two workstations including tools for exclusive club use. Members made extensive use of these work-spaces for brake and clutch fluid changes, drive shaft lubrication, as well as many tire changes.

Many members just turned up to watch others making fools of themselves, and still others turned up for the food and coffee. In this respect special mention goes to Paul Bosco, a club member who manages Lucca Delicatessen at 2120 Chestnut St. in San Francisco who turned up with three platters of incredibly good sandwiches. Thanks also goes to Bert Lankins our Safety / Tech Director for organizing this event.

Cant wait until the next one



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SOLVANG, CA MOTORCYCLE MUSEUM

My son was playing in a College Ultimate Frisbee Tournament at UC Santa Barbara in January, so I went down to see him play. (If you've never heard of Ultimate Frisbee, think of it as a cross between Basketball and Soccer, played with a Frisbee instead of a ball). I had a few hours between games on Saturday, so I went over to Solvang, CA to see Virgil Elings' classic motorcycle museum.

Elings rode motorcycles as a kid in Iowa, and now at the age of 84 he maintains his love of riding and wrenching. After he obtained a Ph.D. in Physics from MIT, Elings came to California in the 1960's and spent twenty years on the faculty at UCSB. In 1987, he co-founded Digital Instruments, a company that soon became the world's leader in the design and manufacture of Scanning Probe Microscopes (SPMs), the first scientific instrument to actually 'see' individual atoms.

Elings sold his interest in Digital Instruments and retired in 1999, and in 2000 he bought a commercial building in Solvang as a place to store some of the motorcycles that he had been collecting and restoring over the years. Elings doesn't have brand loyalty, he bought any motorcycle that interested him. His collection includes classic German, French, British, Italian and American motorcycles from the 1920's through the 2000's. He owns one of the ten (ten!) Britten V1000 race bikes from New Zealand and he has several vintage Jawa bikes that were made in Czechoslovakia. There are several Beemers, including a rare 1954 Rennsport, and a "Kompressor" from the

1940's. The day I was there, a couple of Benneli race bikes, a couple of vintage Harleys and Mike Hailwood's world-record Honda race bike were on display.

Elings owns several Vincent HRDs, including the bike that broke the American motorcycle land speed record in 1948. The bike is displayed next to the famous picture of Rollie Free riding the bike at 150 MPH wearing a speedo and a shower cap. In 1955, Free's team came back to Bonneville with a supercharger on the bike and set another record at 185 MPH.

The day I was there the museum had a German 1922 Megola front wheel drive motorcycle on display. There is a youtube video on the museum's website of Elings with Jay Leno at Pebble Beach in 2012 talking about this unusual motorcycle.

I hadn't been to the museum in a few years, but you could go every few months and see different bikes from Elings' collection; they rotate bikes into the display on a regular basis so there is always something new to see. The museum is open on Saturday and Sunday, but if you have a group of people and call ahead you can probably get in on a weekday. They charge \$10 for adults, kids are free, and they only accept cash.

Lots more information at <https://www.motosolvang.com/>

Ran Bush

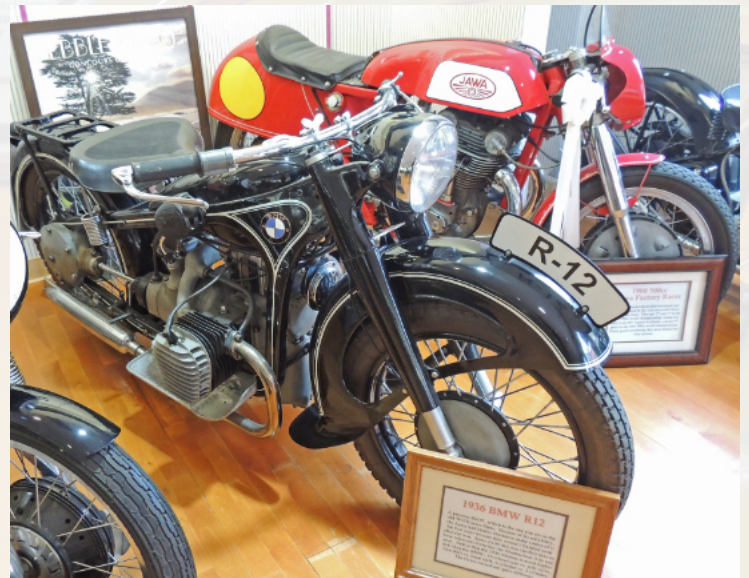
BMW Rennsport 255 Kompressor

Here is BMW's prewar racer with a supercharger on the front of the engine. Notice how the carburation feeds the supercharger which then feeds the two cylinders. A bike like this won the 1939 Isle of Mann TT race, the first non-British bike to do so. After the war, superchargers were banned in international racing (I always say because the Germans had the superchargers but the British had the rules). This bike was put together by Walter Zeller (who earned second in the world championship on a 1954 Rennsport) and Gustl Lachermaier, the BMW engineer, in the 1980's because there were no Kompressor bikes for Zeller to Demo. They got parts from the BMW factory with many coming from production in the early 50's when Kompressors were still used in German national races.



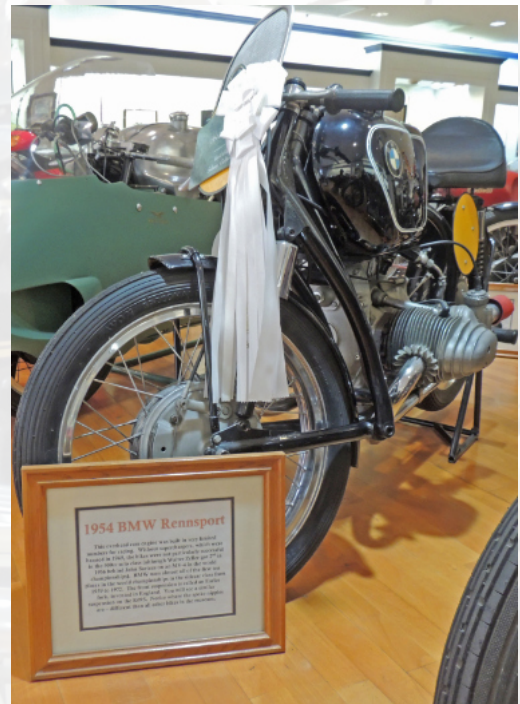
1936 BMW R12

A pre-war BMW, which is one you see in old WWII news films. Because of reliability, the Army had Harley Davidson make copies of but few exist because they weren't finished until after war. Some claim this was first bike have telescopic forks but Nimbus beat it by year. Notice that 1936 Nimbus much higher tech than BMW. Overhead cam vs. side valve, foot shift hand vs hand shift, 4 cylinder vs. 2 cylinder. The future turned out quite different.



1954 BMW Rennsport

This overhead cam engine was built in very limited numbers for racing. Without superchargers, which were banned in 1949, the bikes were not particularly successful in the 500cc solo class (although Walter Zeller got 2nd in 1956 behind John Surtees on an MV-4 in the world championships). BMW won almost all of the first ten places in the world championships in the sidecar class from 1959 to 1972. The front suspension is called an Earles fork, invented in England. You will see a similar suspension on the R69S. Notice where the spoke nipples are different than all other bikes in the museum.



1950 "STOCK" Vincent Black Lightning

Here is Black Lightning in stock condition. The bike was first bought by Jack Surtees, John Surtees father, as "engine only", so the record says. Oddly enough, two weeks later the "engine only" was entered by Jack in a race in England. Engine only? The engine has the smaller 5/32 inch TT carburetors with the front and rear carbs on opposite sides. No speedometer, but who needs a speedometer when you're going as fast as you can. Only about 30 Black Lightning's were made.

Editors note - Jack Surtees owned a family motorcycle shop and was the main Vincent dealer in south-west London. The engine went into a racing side car outfit that Jack raced with John, his son as a passenger in the sidecar. There is pictures of the complete bike in the book "My Incredible Life on Two and Four Wheels" by John Surtees. In the pictures the engine in the side car frame originally had polished aluminum crank cases.

1949 Vincent Black Lightning-Supercharged

This is one of only 30 Black Lightnings ever made and was the first one in the USA. This bike held the 1-mile U.S. motorcycle speed record (unsupercharged) in 1953 and then regained the American record of 182 mph supercharged. This is probably the meanest pre-1950 bike you will ever see.

FEBRUARY 2022 CAMPOUT AT PLASKETT CREEK

Our February ride and meeting started with a small group for breakfast at Bill's Café in San Jose. Perhaps the event page was not super clear that we did have a breakfast planned as only 6 people showed up. After a great breakfast that was served quickly, we rode the short distance to BMW Motorcycles of San Jose for the official start of the ride. Amy Hunter greeted us with coffee and bagels. The showroom looked outstanding, fully stocked with many bikes and plenty of accessories.

We started with roughly 25 riders and headed out. Along the way, a few of the riders got caught up in an endless loop on their GPS units as they were trying to route back to the breakfast place at the start of the ride. I heard they did a loop on the freeway a couple of times until it was figured out!

The ride took the side roads to Mt Umunhum for a bathroom break and group photo. This was the first time many riders including me visited the top and the scenery was outstanding with awesome views of San Jose and the Valley. After that, the

ride down the eastern side of the coastal range and over Mt Madonna was curvy and quick. We stopped at the Corralitos Meat Market for a quick lunch. They have tasty sausages and the park across the street was perfect for a relaxing lunch.

The ride down highway one was spectacular and we arrived at the wonderful Plaskett Creek campsite with views of the ocean. There was plenty of space to spread out, cook dinner and socialize around the dual campfires going at each end of the site. I hung my hammock deep in the trees and could easily hear the crashing waves of the ocean all night. It was a balmy night where temperatures only got as low as the mid 40's. It was nice to wake to a dry morning and fresh coffee. The ride back home was equally fun up the coast and thru Big Sur. It was one of the more memorable campouts for me so much so that we booked all three sites for next February!

Kevin Coleman







HISTORY OF PLASKETT CREEK

The name Big Sur was derived from that unexplored and unmapped wilderness area which lays along the coast south of Monterey. It was simply called El Sur Grande, The Big South. Today, Big Sur refers to that 90-mile stretch of between Carmel to the north and San Simeon to the south. Highway One winds along its length and is flanked on one side by the Santa Lucia Mountains and on the other by the rocky Pacific Coast.

There were no permanent settlers until a little over a hundred years ago. Most worked in the lumber industry harvesting redwoods. In 1900 there were more residents than there are now, and the only link between homesteads was the Old Coast Trail, a wagon road. Heavy goods had to be transported by steam ships, but navigation was hazardous.

The current highway was completed in 1937 after 18 years of construction. Although it's a great improvement, landslides have closed the road 55 times.

Bixby Creek Bridge, 13 miles south of Carmel, is widely known for its graceful architecture and magnificent setting. When it was completed in 1932 it was the highest single-span arch bridge in the world, and it remains one of the tallest. There is 260 of clearance to the water below. And, incidentally,

someone in attendance at this February 2022 meeting has BASE jumped from this bridge. I would mention his name, but, although it is legal to jump from the bridge, it is not legal to land.

There are a few inconveniences along this section of coast. Electrification was not installed until 1950 and there is still a section that is off the grid. Gorda, for example, relies on diesel generators. This is one of the reasons it has gasoline prices that are among the highest in the State.

Plaskett Creek Campground is walking distance to Sand Dollar Beach, the longest publicly accessible strand of sandy beach along the Big Sur coast. A quarter mile south of the campground, there is a 1.5-mile coastal trail from Jade Cove to Plaskett Rock Point. There is a steep 0.1-mile trail that leads to Jade Cove that ends in a rope-assisted drop to the beach. The Monterey Bay National Sanctuary permits individuals to collect loose jade from an area south of Sand Dollar Beach to Cape San Martin. Individuals may remove only what they can individually carry. Not what you can pack on your GS!

Rick Webb NorCal Historian



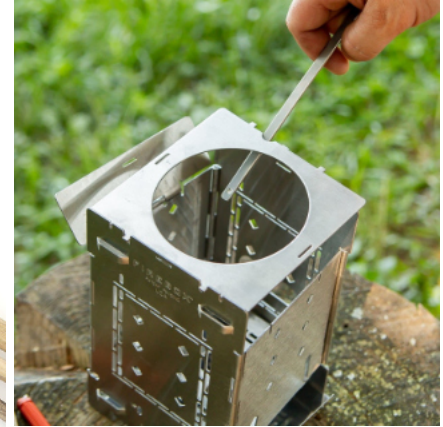
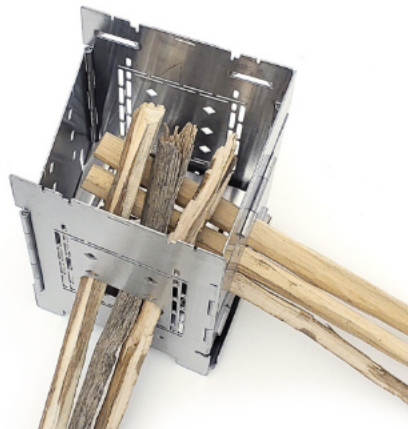
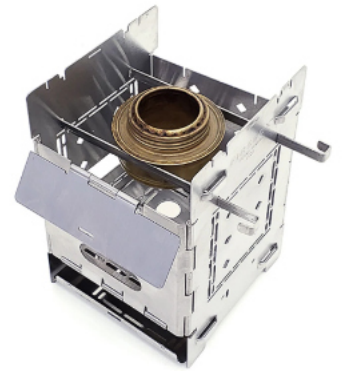
KEVIN COLEMAN SPILLS HIS CAMP COOKING SECRETS

I never want a campout to go to waste with bad food. While backpacking requires you to simplify your cooking equipment down to the basics with three large panniers I have plenty of room to bring enough equipment to prepare a feast. There are a few of us in the club that think the same and often combine forces with the food, drink, and equipment which results in a great meal and outstanding conversation while we are cooking the meal. Most of the time we stop at the last grocery store before camp and improvise, deciding on the fly what to cook. I seem to have acquired every known camp stove ever made over the past several years so this article highlights some of my favorite camp kitchen equipment.

FireBox Stove

The Firebox stove is a multi-fuel stove with a number of accessories that turn a simple design into a very capable stove. It was designed by Steve Despain, a long-time creator and entrepreneur who also has a thriving Youtube channel of videos of him cooking on his stoves. They provide inspiration for getting the most out of the stove. H

The Firebox folds up flat and stores in a canvas or leather pouch so it stores easily in your pannier. You can use many fuels including charcoal, fuel tabs, Trangia alcohol burners, or dried wood collected from the campsite. There is a damper at the top of the box and airflow holes at the bottom that enables you to control the rate of the burn and add more fuel. There are various top plates to enable you to grill on the Firebox or quickly heat a cup of water. Firebox makes both a stainless-steel version and lighter titanium set, as well as a very portable mini version that would be great for backpacking.



Firebox Pans and Plates

Firebox also sells some excellent pans and plates. The Firebox frypan is like a cast iron pan but without the weight. You season the pan just like cast iron in your oven at home a few times. After that, it performs very well and is very durable. It heats up fast and evenly and enables you to modulate the heat when cooking by taking the pan off the fire when you need to cool it down. They sell plates that double as a lid for the pan if you need to cover something while cooking or need an extra pan to cook with in a pinch. Finally, they have a round cutting board. These all nest together to provide a compact kitchen set. They have a ton of other equipment including a pot that can double as an oven to bake it if you really need those biscuits with your gravy. Check out the Firebox stove at www.fireboxstove.com

A Simple Dinner

A great dinner to cook on the Firebox is steak, mashed potatoes and grilled asparagus. I use a large grill plate that fits a good size Ribeye. Fill the firebox with some twigs, leaves, and brush then progressively larger sticks and branches to get the fire going. As it gets burning, add larger branches to get a nice hot fire and bed of red-hot coals. Once the top grill plate is hot sear the steak on both sides for a few minutes. By then the fire has cooled down a bit to let the steak finish cooking for 7-12 minutes. Put the steak on a plate to let it rest while you put some more fuel in the firebox and open the air vents. Get a small pot to heat the water for instant mashed potatoes and put to the side. Then heat up the frypan and cook the asparagus. Put the water back on to reheat, mix with the instant potatoes and serve. Clean-up is super easy with only one frypan and a plate.

Trangia Camp Set

I also almost always have my Trangia camp set with an alcohol spirit burner. This serves as another compact setup that enables me to get cooking quickly using denatured alcohol. I like denatured alcohol as it doesn't smell if you spill it and can clean wounds or your hands if necessary. One challenge is that denatured alcohol is no longer sold in California, although it's still available just over the border in Nevada.

While a jet boil will heat water faster, I really appreciate the silence of the spirit burner. While there is a simmer ring to use on the burner, it does require a little practice to control the temperature. The setup comes with a small pan that can be used as a cover, two nesting pots, and a teakettle that does an excellent job of heating up water pretty quickly. This setup can easily cook an outstanding meal for 2-4 people if you plan carefully.



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Portable Butane Stove

The last stove that I find myself bringing on most campouts is not even a camping stove. It's a portable butane burner. It's lightweight and fits perfectly in the bottom of my top case. I like this stove as it puts out a lot of BTUs and has excellent temperature control. It can also handle larger pots and pans. For example, at one campout I brought a full-size 8-quart stockpot to heat up chili that I had frozen the night before. I was able to serve about 15 people with that set up one cold campout. My wife didn't appreciate me bringing the All-Clad pot from the kitchen though. You could easily do without the butane stove but the simplicity of it makes cooking at the campground really easy and if you have the room makes a great addition to your kitchen.

Hopefully, this article has given you some ideas about how to create your own camp kitchen and encourage you to hone your cooking skills. Don't be surprised if we announce an Iron Chef-type challenge at upcoming campouts!



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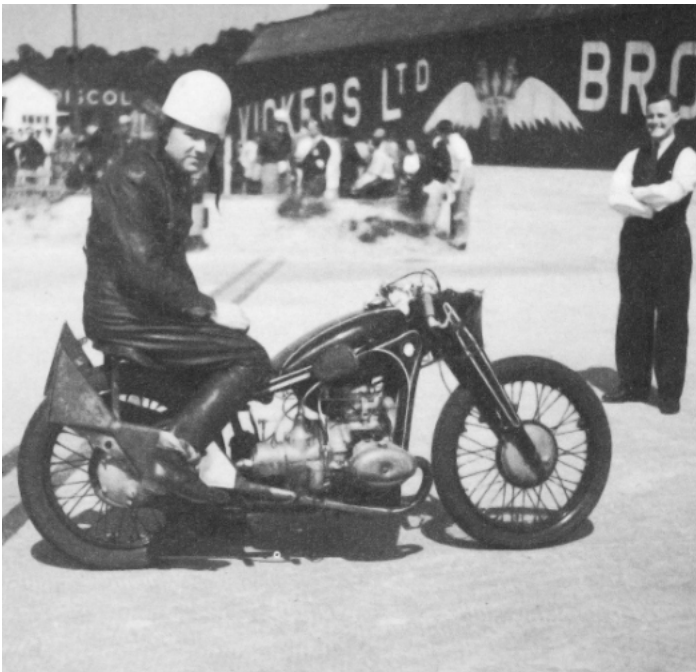


This year's MOA national rally is in Springfield, MO and is this event's 50th anniversary. In addition, the BMW /5's are also 50 years old. This planetary alignment will be celebrated by a huge gathering of /5's at the rally.

Kim Dromlewicz, the CCBR President is planning a ride of like-minded individuals riding /5s from California to Missouri. No CCBR membership required.

Anyone interested in joining the ride should contact Kim directly at dromlewicz@yahoo.com.

"JOCK" WEST ACHIEVES GOLD STAR ON A 1936 R17



"Jock" West on a standard BMW R17 motorcycle with pressed steel frame and telescopic forks that he turned into a racer for Brooklands. Note the two Brookland "cans" required at Brooklands to prevent noisy bikes and cars annoying the neighbors. On this bike he achieved a Gold Star, lapping the banked circuit at over 100mph. (The BSA Gold Star which featured in this newsletter a couple of months ago got its name after a Brookland's 100mph lap in 1937 on a BSA Empire Star)

Jock West was employed by AFN Ltd, the pre-war importer of BMW cars and motorcycles into the UK. Jock established a dealer network to sell BMW motorcycles in England and as a publicity exercise took 500cc and 750cc models to Brooklands to participate in races and speed events. He won the 1936 "One Hour High Speed Trial" at an average speed of 89.90 mph. This was probably on the bike shown in the picture.

In 1937 while at the Berlin Motor Show he was given the chance to try out one of the new fully sprung works supercharged 500CC BMW Type 255. As a result of the trial a BMW supplied a bike for Jock to ride in the 1937 TT. He finished 6th after running out of fuel due to a leaking gas tank. He also entered and won the 1937 Ulster Grand Prix at 91.65 mph. Riding as part of a three man BMW team in the 1938 and 1939 TTs, he finished 5th in 1938 after his two team mates had problems. In 1939 Karl Gall crashed and was killed in practice leaving Jock and Georg Meier to start the race. Jock finished second behind Georg to break Norton's virtual monopoly

of this event. After the War he joined AMC eventually becoming the a Director of the firm.

The R17 was produced from 1935 to 1937. The bike had an overhead valve 745cc and was rated at 33 hp. Only 434 examples were made. The R17 was the sporty version of the side valve R12 with nearly double the horse power.

Brooklands was a 2.75-mile motor racing circuit and aerodrome built near Weybridge in Surrey, England. It opened in 1907 and was the world's first purpose-built 'banked' motor racing circuit. The last race was in 1939. Some of the banking still exists and there is a museum on site which is open to the public.



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*Board Member

EVENTS

Monthly Board of Director Meetings
05 Mar 2022, 10:00 am 12:00 pm
MotoGuild SF, 849 13Th St. San Francisco

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

April Member Meeting and Campout - La Grange
8:00 AM 23-24 Apr 2022. Dinner \$25.
Las Cruces Rd., La Grange CA

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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