

OCTOBER 2017

# NORCAL NEWS



Ride to Camp

Camp to Ride



**This month featuring:**  
Time for a Change - Safety Corner  
Camping in Comfort  
September Hat Creek Campout  
Fred Montano hits Seven Rallies in One Summer - Part 1

BMW Motorcycle Club of Northern California

## Editors Corner

This newsletter came together really easily after Fred Montano submitted the first part of a two parter describing his Summer adventures highlighted by visiting 7 different rallies. Although I wasn't there for all, I did accompany him on his ride though Utah and Colorado in July and to Idaho and British Columbia in August. When I got home in late August I noted that the brand new bike that I picked up from the dealer on July 1<sup>st</sup> now had 10,000 miles on it. Brilliant riding, great companionship and I am up for doing it again next year. I have ridden Colorado and Utah before on my R1150r, but this time I was on a so called adventure bike which made gravel and unsurfaced roads a much easier proposition. I will definitely be going back.

I missed all of the September Norcal events, so I am particularly grateful to Richard Burton for sending me his Historians report from the Hat Creek campout. Richard and Jorgen provided pictures.

Jorgen Larson, in his Safety Officer role, also submitted a article, which includes a scary account of what might happen if you don't change brake fluid regularly. Jorgen submitted the article as a word document with embedded pictures. Although its fairly easy to extract pictures from word the quality is poor. For those of you that I hope are contemplating submitting an article, please send the pictures as separate files. In the case of Jorgen article I pulled some (what I think are amusing) pictures off the web to compliment his words. I ask for forgiveness.

Kevin Coleman submitted an article describing his winter camping gear that he used on the Hat Creek campout. After seeing how cold it got, I am almost thankful that I missed it because i know I wouldn't have taken enough warm stuff.

Last but not least, a big thanks to Nick Gloyd, not only for his Captains Log, but also for all the stuff he is doing for the club and its members. Next month he is leading the Oktoberfest and is doing a SSBR. Please take the time next time you see him to thank Nick and maybe offer your help .

*John Ellis*

**Anniversaries**  
**Phillip James 25 years**  
**Leni Johns 15 years**

**WELCOME TO THE FOLLOWING NEW MEMBERS**  
**LEON TCHIKINDAS, ALAMEDA**  
**STEVE RIDGWAY, ANTIOCH**  
**TODD DOUDY, LONG BEACH**  
**JOHN BEAVER, YUBA CITY**

**Adopt A Highway**  
Fred Montano reports that only Steve Kesinger, Jorgen Larson and himself showed up for the September Adopt A Highway pickup. The editor figured they deserved a cover photo in recognition. Hopefully a few more will turn out for the next one

**A few words from the President**  
October means Oktoberfest and this year the venue is up on the coast by Gualala so good food, beverages, vistas, and people! The Board will be serving so I apologize if I overcook a brat or two.  
  
The BoD meeting was delayed one week so the results won't be in this month's newsletter. but the to do list is long - expected a lot of decisions to be reported next month.  
  
We already have some speakers lined up for next year's 49er some great BMW history will be represented  
*Greg Hutchinson President*

### Emergency Contact Information

A section has been added to member profile to capture emergency contact information for each member. This will be used in the event of a serious emergency while at a club event. After you log into the website, click on your name in the upper right hand corner which will take you to your member profile. You can click on edit and add the emergency name, the relationship of the emergency contact and a phone number to contact the individual. After updating the member profile click save and you are all set.

In addition, for all club events, we will collect the same information. However if you have updated your member profile, this information will be automatically entered in the event registration form for you. You can then accept the contact information or change it as necessary. For example, if you have entered your spouse as your emergency contact but the spouse will be riding as a pillion with you on that particular event and you may want to change the contact for that particular event. If you choose not updated your profile, then at each event registration you will be required to enter this information.

Only the club directors have access to this information (unless you change permissions in your profile) and this information will only be used in the event of a serious accident where you are incapacitated and unable contact your family or other emergency contact on your own.

## Captain's Log

### Star Date September 2017

With the passing of the CCBR Autumn Beemer Bash, "Rally Season" for the Western States wraps up. For BMW NorCal this means we hit the throttle on the last hurrahs of fall riding before winter settles in and shuts down our beloved Sierra passes. And September typically marks the last of the mountain or "at elevation" campouts for the season.

The September General Member Meeting / campout was held at the Hat Creek campground in Old Station, just off the back side of Mount Lassen. We started at Black Bear diner in Woodland. The ride from there was a great tour of remote but very cool roads through the Valley, including riding right through the Sutter Buttes. We also managed a stop at Ozzie's BMW, up in Chico, and thanked them for their participation in this year's ROL Gypsy Tour. Ozzie's just happens to be right dab smack in the path to the real fun Hwy 32 and some of the other great roads leading into the Lassen area. And not only does the Lassen area boast some pretty amazing riding, and there's even more amazing scenery surrounding the southernmost volcano of the Cascade Range. And make no mistake, Mount Lassen is very much an active volcano!

But all that thermal activity wasn't much help with the night-time temperatures at camp. And as the 25 (or so) campers soon found out, as the sun dropped Saturday night, so did the temperatures. Down to a brisk 23 degrees! Yep, first camp frost of the season, (and the first real battery test of the season as a couple riders found out Sunday morning). But, in true BMW NorCal fashion, we had a heck of a campfire to keep the blood flowing and the spirits high. If you missed this one, you missed out! October's General Member Meeting/ campout will be at Chanslor Ranch, just North of Bodega Bay. We will continue the club tradition of an Oktoberfest themed

campout, but this year the BOD will be cooking a German inspired assortment of food for the membership! And as a gesture of thanks, there is no charge for the meal for Members in good standing. Initiate Members and Guests will pay \$15 for their meals, which is still a pretty good bargain. And, there will be some German influenced beverages, in both the light and dark varieties. Bring some cash for donations. Go to the club website for details and to register: [bmwnorcal.org/events](http://bmwnorcal.org/events), so we know how much food to prepare. And please, don't wait to the last minute to register. {The venue changed from the Liberty Glen Campground due to lack of water for local fire suppression at Liberty Glen}

November's meeting will be pushed to December 2<sup>nd</sup> due to Thanksgiving. Check the club event page for information on that and other events coming up.

On October 15<sup>th</sup> we'll have a North Bay SSBR, touring some great, off the beaten path roads, led by myself. I'm not guaranteeing a smooth ride experience, but the riding will be great and the views, well, spectacular... And remember, we are wanting to hear from you, the riding membership, about your fun, local go-to rides. This is what the SSBR is all about! Shoot me a note at [tourcaptain@bmwnorcal.org](mailto:tourcaptain@bmwnorcal.org) with your ideas. It doesn't even have to be a complete route. It could be a fun section of road or even just a place you like going to on your bike, like The Junction on Mines Road. I can take it from there.

Lastly, on a separate note: I wanted to give a shout-out to Mike Morlin, who is recovering nicely from a little mishap on the ROL, and wish him a speedy recovery. I, being just one of many of course, am looking forward to when you are up and about and on two wheels again. Maybe you'll be ready when we head down to Baja early March.

*Tour Captain Nick Gloyd*



## Affiliate Program

*Rewarding those who support AMA membership*

*The AMA is many things, but one of those is a grassroots movement to stop anti-motorcycling laws across the country. More members mean more political clout, which helps protect riders and the entire motorcycle industry -- including the entire business and social community that has grown up around riders.*

*The AMA Affiliate Program is simple. It's intended to reward members of the motorcycling community -- from event organizers to dealers to websites to rider education groups and more -- for selling AMA memberships. Enrolled groups simply place an AMA link on their website that contains a tracking code. For every new AMA member who signs up through this link, the entity that sold this membership gets \$5. For every AMA member who renews, it gets \$2.50.*

**TO JOIN THE AMA GO TO [BMWNORCAL.COM](http://BMWNORCAL.COM) OR CLICK ON THIS NOTICE AND SELECT THE AMA ICON. THROUGH THE AMA AFFILIATE PROGRAM CASH COMES BACK TO BMWNORCAL.**

# Tech and Safety Corner

## Time for a Change !!!



Next month, we will be setting our clocks back one hour. We will be replacing the batteries in our smoke alarms and should also check a few things on our bikes. This change in season will also bring a few

challenges for motorcycle riders. The police department believes that the time change causes up to 10 % in fatal automotive crashes. Since we all ride motorcycles and are already facing numerous dangers on the road, we need to focus even more on rider safety and equipment this time of the year.



Tires and brakes should always be checked prior to any ride but now might be time to flush the

brake fluid, replace the brake pads and look into replacing the tires. Since brake fluid could absorb water over time and lower the boiling temperature, that could impair stopping ability or cause temporary loss of braking power. I saw this first hand at the -17 ROL ride where a bike lost its brakes downhill on Ebbetts Pass maybe due to to overheating of the brakes. Pretty scary. Please consult your owners manual for recommendations for replacing the brake fluid. Brake pads will wear over time and need to be replaced depending on the mileage and type of riding.

As ice, snow, rain, leaves and other debris will be on the roadway, the current tires may have to be changed. The brake pads and tires should have wear indicators, but if in doubt, you should always bring the bike to a certified motorcycle mechanic. BMW NorCal's members will soon be offered a more hands on training in the upcoming Tech Day.



Wildlife on the roadways increases greatly in the months from October to December as the animals migrate. Some insurance companies estimate deer related auto accidents as high as 1.6 million. Since these kinds of accidents generally happen between dusk and dawn, it is important to always think about this potential danger. Installing additional

lights could enable you to see further down the road and hopefully give you more reaction time.

How you dress could be a life saver. Not only do we have to think about the riders outfits' armor and material but also the color of the gear. Studies have shown that wearing



brightly reflective colored clothes greatly reduces motorcycle accidents. Reflective rain jackets, vests, and stickers are fairly inexpensive options but will make you more visible for others to see. As always,

stay away from the cars and trucks' blind spots and even though lane splitting is legal," it is still a very very dangerous option.

Ride your ride but never faster than your guardian angel can fly.

*Jorgen Larson - Tech and Safety Officer*

### Sources

- <https://www.google.com/amp/www.cbc.ca/amp/1.3296353>
- <https://www.iii.org/press-release/warning-to-motorists-fall-is-peak-season-for-deer-vehicle-collisions-100109>

## Sleeping in Comfort

The September Member meeting was a great meeting, although the cold weather caught a lot of members by surprise since the weather report suggested a low of around 40 degrees but the frozen water bottles in the morning told a different story. Temperature gauges got down to the low low 20's overnight! I was able to sleep the entire night without getting cold and wanted to share my set up.

I have a Northface synthetic 20 degree bag that's about 14 years old and I noticed that on most nights during the fall and winter last year I had a hard time staying warm. So this spring I started looking into a new sleeping bag and came across down quilts from Enlightened Equipment, a custom manufacturer of camping quilts and jackets based in Wisconsin. The idea behind a quilt is that the insulation of the bottom of the sleeping bag doesn't offer much warmth and constricts you in sleeping comfortably. You replace the bag with a quilt that you can wrap around the edges of your sleeping pad to keep the cold air out. The quilt also has small elastic bands you can wrap under the pad to keep the quilt tucked in if needed. The main benefits of the quilt is that it is lighter than a bag, packs down very small and most importantly allows you to sleep like you do at home, under a blanket and not inside a bag.

You can custom order the color, length, width and fill power of your quilt. In addition, they offer a few different configurations, from a straight quilt to one that has a small



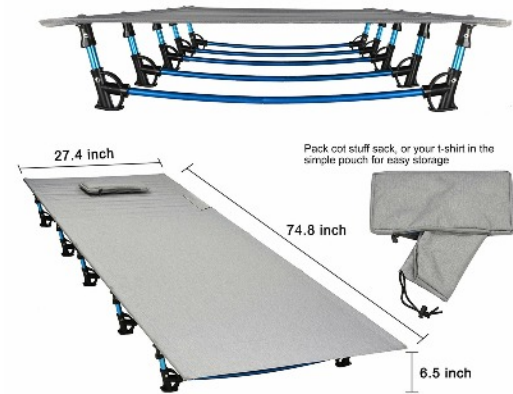
foot box sewn in the bottom, to one that has a small zipper so you can turn the quilt into a sleeping bag style if you would like. I wasn't ready to give up the security of a traditional sleeping bag so I ordered a 20 degree bag with the zipper, however I have yet to use it all zipped up. The cost

was approximately \$340. Prices vary based on configuration size and fill. I have been very happy with the quality of the quilt.

The other components of my sleeping set up include a small portable cot that holds me about 4 inches off the ground. I purchased the \$79 Marchway portable cot from amazon (<http://tinyurl.com/Backpackcot>). While not the lightest available, it was a bit longer and wider than most and it's fast and easy to set up with only two long

poles and five stretchers, all shock corded together. I can set it up or tear it down in about 3 minutes.

By itself it's quite comfortable. However, to take it to the next level I also use a Nemo Cosmo Air 3 1/2 inch thick air pad with a built in foot pump (\$119 at Amazon). This pad adds a significant degree of comfort to my sleeping set up and fully inflates with about 40 pushes on the pump. Important to note that on colder nights a pad of some sort is important to provide insulation from the cold air under the cot. Lastly for me a pillow is critical for sleeping comfort I have settled on the Therm a Rest Compressible Pillow (\$28 at Amazon) after using a blow up pillow for many years as it feels almost like a real pillow. With the cot, pad, pillow and quilt, it feels almost like I am sleeping



in a regular bed. This set up is especially beneficial if you toss and turn while sleeping.

Depending on the temperature I also sleep inside a silk sleeping bag liner under the quilt. This keeps the cold air off of me if the quilt moves and lets in cold air. It's a small item that tucks into any leftover space on the bike and on really hot nights of summer you can just sleep in the liner and not use the quilt. Lastly I vary the type of base layer I sleep in depending on the temperature. On the 80 degree nights of MOA and ROL this year I slept in my underwear and pulled the quilt over me when it cooled down in the middle of the night. This past meeting at Hat Creek, I slept in a mid weight base layer bottom, fleece jacket and lightweight down jacket, along with a beanie to keep my head warm. I was super comfortable and never got cold.

While it seems like a lot of stuff to carry, it's all pretty small and I have a lot of flexibility on how to pack it on the bike. Except for the cot, I am able to store all of my camping gear and clothes in a MoskoMoto 40 liter bag I strap to my rear rack. When I get to camp, I just need to bring the bag to the campsite for a quick set up. My set up is a highly configurable for any temperature situation and provides an excellent night's sleep.

*Kevin Coleman*

NORCAL's hottest member

# Hat Creek Campout, September 2017

## Historian's Report

Mount Lassen is one of the largest plug dome volcanoes in the world and the southern-most of two active volcanoes in the Cascade Mountains. The other is Mount St Helens in Washington. Mount Lassen is not very old by geological standards, only 27,000 years. It sprang up after the even larger Mount Tehama collapsed or eroded into itself forming a two mile wide caldera. This area is one of those areas that blows up every once in a while. The average recurrence interval of large eruptions is about 10,000 years. The last time Lassen erupted was a series of small eruptions from 1914 to 1921. You can see one of the eruptions on you-tube because Mr. J. J. Hammer, of Red Bluff made a little movie. Lassen National Park was established in 1916, during these eruptions, to protect and study the area. You can see the impact by touring the park.

Since forever, humans have been territorial. So it was for most Indians including the local Atsugewi, Yana, Yahi, and Maidus. These tribes raided each other's territories from time to time, in small bands, mostly for excitement and bragging rights. The penalty for trespassing was sometimes death. That's just the way it was. A little raid here and a little raid there and territorial stability was maintained; tit for tat forever. But when the Indians killed WHITE people for trespassing, there was no tit for tat. It was US army for tat. This happened near here at Fall River Mills.

In 1855, Mr. Bowles and Mr. Rogers came from Yreka to the confluence of the Fall and Pit Rivers to set up the first lumber mill in the valley. The power of the water and the proximity of the forest made this a good idea. That same

year the Lockhart brothers established the first ferry service across the Pit River connecting the wagon road from Yreka to Red Bluff. Using that road a few settlers started moving in.

This was all too much for the local Indians. In the winter of 1855-56, defending their territory, they massacred Bowles, Rogers, Jim Lockhart, and almost got Sam Lockhart. Consequently, in 1857 the Army established Fort Crook for protection from the Indians. The Army's aggressive patrolling, and policy of burning renegade camps forced the Indians to stop defending their territory and so their lands became our lands.

Fast Forward to the 20<sup>th</sup> Century. The U C Berkeley Radio Astronomy Lab founded the Hat Creek Radio Observatory near here and in 1962 built an 85-foot diameter radio telescope dish. This place was selected because it is relatively free of man-made radio signals. They used the big dish until 1993 when a freak wind storm blew it down. In 1998 U C Berkeley and the SETI Institute got together and decided to build, and link together by computer, a large array of 20-foot dishes. Half of the money for this, 12.5 million dollars, was gifted by Paul G. Allen of Microsoft and that's why they call it the Allen Telescope Array. SETI stands for Search for Extra Terrestrial Intelligence and so the purpose of this array was, in part, to listen to the universe for signs of intelligent life. They want to answer the question "are we alone in the universe?"

If we do find extra terrestrials and especially if they find us, we should warn them about our territorial nature and hope that they are not the same.

*Richard Burton Club Historian*



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## Seven Rallies - One Summer - Fred Montano

It all started last year at the Hamburg-New York MOA International Rally. I reserved seven spaces in the club camping area for members of the BMW Motorcycle Club of Northern California. Ed Perry and I rode to the Rally together. Ed said that our club should have a unified presence at the next rally in Salt Lake City since it would be close. So I took it upon myself to reserve forty spaces at the Salt Lake City rally. I started working with the club to get a small budget for snacks and refreshments. Ed said he would be going to a Vespa Rally in Seattle the weekend before the MOA Rally. Would I like to go? Having owned three Vespa's in the past, I couldn't turn down this offer. Especially since I have a good friend in Tacoma that has two Vespa's and would loan me one. OK great - I would go to the 49er Rally, then to Seattle for the Vespa Rally, and then to the MOA Rally.

I began working through the details of attending each event. I talked with John Ellis about joining me. He indicated he could not ride up to Seattle but he would be going to the MOA Rally. And would I be interested in attending the Paonia, Colorado rally after the MOA bash. We could ride in southern Utah and Colorado between the events. Wow, that sounds good. "Yes let's do it!"

Then another idea popped up. In August we could go to the Stanley Stomp in Idaho then up to the Nakusp Rally in British Columbia, Canada. After thinking about these rally's, the adventure, the beautiful roads and scenery, meeting good people; it was a no brainer. Let's go...

The 49er was a blast as usual. The activity, events, speakers, GS Giants, music, beer garden, and classic BMW's were rock'n. The English trials are really fun to watch. Some folks decided to ride the Off Road course or the historical route. Top this all off with 50/50 drawing and door prizes and you were in for a real fun event and memorable occasion.



Now it was time to get ready to go to Seattle for the Vespa gathering. The day arrived to leave on July 5th. Ed rode his Vespa 200cc to my house from San Jose. We left around 8AM. I followed Ed on my Africa Twin. We took Highway 101 to Oregon & Washington. I could not believe how quickly & efficiently Ed rode his Vespa. We Stayed at a Motel 101 on the Oregon coast. The next morning we left

about 7AM to Tacoma (Gig Harbour). We arrived at Peter's house in the late afternoon. We toured his motorcycle



garage (palace!) with three Ducati's and two Vespa's. In this garage was memorabilia, a bar, and a good sound system. Out the back door is a deck with lounge chairs and a good view of the forest. I could have slept here but we were off to the house for a good dinner, showers, and rest. In the morning we caught the ferry

to Seattle. After riding through the streets of Seattle we came to the Deca Hotel where we registered. We were too late to purchase tickets to the banquet Saturday night. Ahhh shucks - Ed told me how good the food is at this dinner reception. So we toured around and looked at all the different scooters, stuff, and people from all over the



country. Very eclectic and interesting. We joined a ride that was going around Seattle to all the well known characters grave sites; ie: Ted Bundy. We arrived at the first memorial site. Riders were almost bumping into each other trying to get a parking spot. One woman fell off her scooter and I almost got sideswiped. I quickly rode over to Ed and asked if he was ready to leave this ride. He agreed and so did Peter. We took off and had lunch at a good alternative local restaurant. We took the ferry back to Peter's place.



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Peter got on his Ducati Hypermotard and Ed took off on the Ducati Scrambler and me on the Africa Twin. We had a great ride and ended up at a Lodge by a beautiful lake. The ride home was terrific. We watched motorcycle movies in Peter's home theater. The next day we climbed into Peter's Porsche and went to Gig Harbor where he keeps his boat. We took off across Puget Sound to Tacoma.



We walked around the town and enjoyed our visit to the most beautiful High School I have seen. Then we returned to Gig Harbor to a yummy Mexican meal.

The next morning we were off to Seattle again to have breakfast at the Vespa venue and visit the vendors. The food was good and we bought tickets for the drawings. As usual there were many gifts being given including two Vespa's (one old and one newer). We were talking to a guy when I heard my numbers being called out. My goodness I won something. I went up to collect my prize. It turned out I won an iPhone 6-Plus and a set of Vespa tires. Nice! I gave the tires to Peter and sent the phone home.

We motored across the Sound again on the ferry. Peter rode to a gas station where we said goodbye to Ed. He rode non-stop back to San Jose on his 200cc Vespa (what an animal). I went back to Peter's home. It was too early to stop riding so Peter got on my Africa Twin and me on the Ducati Scrambler. What fun! The next morning I left early to Coeur d'Alene. It was a fun rally, and good riding with friends.

I left Peter's house early and caught the ferry from Kirkland to Everett, Washington. I rode Highway 20 to Winthrop. This is a beautiful ride through the Cascades to an old gold mining town. The ride was twisty and picturesque. I arrived at Ed Perry's mother's house in Coeur d'Alene around 10pm. I was tired & hungry from the ride and happy to see Geri waiting for me with a smile. Of course she had food and good conversation. A shower and bed was really appreciated. After breakfast I was off to Salt Lake City and the MOA International Rally. I camped in an oasis camping spot just before I got to Utah. It's amazing how I will feel in the middle of nowhere, it's getting late, and I can't find a campground to rest my weary body - then all of a sudden a sign for camping appears. Wow, I arrive at a spot with grass, trees, tables, and a hot shower. This was it...

Salt Lake City Fairgrounds was busy and the Rally was just getting organized. Registration was not open so I rode into the grounds where I encountered Ted Crum and Buddy. I had reserved a club camping space for 50 tents. The NorCal Club had the largest club space. I called Thane Beckstrand (one of our seasoned & long time members that lives in SLC), to help get the refreshments and snacks. We put up the awning and pop-up tents. Whew - this helped us a bit as the temperature were 100 degrees plus all week. Our members began to ride into the campground and we had over 42 members at the camp site. Don Wilson invited the group to his place in Park City. This was a fun gathering and fun for our club. Thanks Don! The Rally was interesting, informative, and I met some new people and enjoyed many old friends. Now as always - time goes on and it was time to tear our camp down and head our own way.



John Ellis, Keith Paxton (a friend of mine from North Carolina), and I; set off to ride southern Utah. John charted the most wonderful course through the mountains around SLC and

down to Torrey, Utah. There is a good campground there that we stayed a couple of days while we toured Grand

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Staircase, Escalante, Bryce Canyon, & Capitol Reef. Then we headed to Monument Valley for another really fantastic riding day. I never get tired of seeing the huge spires and formations of the valley. I always think of the great western movies that have been made here.



We camped in Bluff,

Utah and rode on a very small back road to Cortez, Durango, and Montrose, Colorado. Keith went on to Paonia.



It was comfortable to get to the cooler and



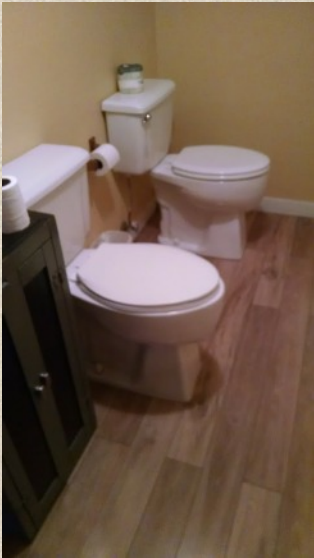
drier climate of Colorado. John and I rode from Montrose to Durango the turned North on Hwy 550 to Silverton and Ouray. What a b e e a u t i f u l ,

gorgeous road! This is one of the best rides ever. From here we caught Hwy 50 over the Monarch Pass with its steep incline to 11,312 ft, wide turns,



and quick downhill to Salida. Then another turn North on Hwy 285 where we headed to Fairplay and somehow missed our road to Leadville. We stopped and looked at the map. I noticed there was an off road 4WD pass to Leadville called Mosquito Pass at 13,183ft from Alma to Leadville. O' Yes this would be interesting! We turned around back to Fairplay and took Hwy 9 to Alma. We first passed the little dirt road that looked like an unpaved small town street but turned back and soon we were on this dirt gravel road heading up into the mountain. Well, soon we were into rocks, potholes, and water holes. The road turned upward, narrowed and we began to climb. A Jeep was coming slowly downhill so we had to stop to let it go by. The driver rolled down his window and said it was snowing at the top with ice on the road. He cautioned us not to continue. Not more needed to be said. We turned around and made our way back to Alma. We took Hwy 9 to Breckenridge in the rain and rode to Hwy 70 and Glenwood Springs. This was another beautiful ride through the canyons of the Rockies. Glenwood Canyon is beautiful with its cliff walls, Colorado River, highway 70 that is built on the edge of the canyon in a double decker configuration that is suspended on the side of the wall and over the river ( a real engineering marvel). The ride from Glenwood Springs to Paonia is wonderful with its aspen trees, twists & turns over the McClure Pass at 8,755ft. into Paonia. We arrived in time to get a good camp site. This was a very down to earth and laid back Rally. Not a lot of vendors, entertainment, or break out sessions. The town is very open to all the BMW crowd. There are good restaurants and services. John and I took an off-road over the mountain through a very wooded Aspen lined road to Crested Butte where we ate lunch. We looped around through the Black Canyon of the Gunnison on another great motorcycle road to Paonia.





The first night in Paonia we went to The Diner restaurant. The Diner is famous for its Strudels which are available in many fruit flavors. When my apple strudel arrived it was about 8 inches square and two inches high. The heavily tattooed waitress commented that I had got lucky since it was cut by a new employee. The look of contempt she gave me when I asked for pouring cream is burned into my memory forever. I was still eating left over strudel two days later. After dinner we walked

down a block to the town cinema. Small town cinemas are a real rarity now and we did not want to pass up the chance. We joined about five other patrons to watch the main feature. The picture to the side is of the cinema bathroom. Paonia is a really friendly town.



We decided to rest on Saturday and take in the dinner and closing ceremony. They had good entertainment and I enjoyed the festivities. It was time to hit the sack and prepare for riding home in the morning.

6AM came quickly... Time to break camp and hit the road. John charted a course to Ridgeway and over Dallias Divide at 8,790ft. near Telluride. It was another great ride as we filled our tanks before ascending the mountain.

As I rode up the mountain it became cooler and begin to rain. When we reached the summit it was hailing and snowing. John got over the top and as I went over the summit and moved into the right side of the lane my front wheel slipped and the bike hit the ground. The bike and I slid for at least 100ft like we were on a toboggan. I got up unhurt and wondered "what just happened"? A guy got out of his van and helped me pick up the Africa Twin. John doubled back and stopped any cars coming my way. I

moved the bike to the side of the road and straightened the mirrors. I mentioned to John, "I do not know why that crash happened". He replied "He did" - it appears there was snow and ice on the road as we came over the top of the mountain. He saw the snow and ice at the last minute and did not have time to warn me. He was lucky to stay up. It didn't seem to have damaged the bike as I had put Black Dog crash bars on. We rode to the bottom of the mountain and stopped at the first restaurant we came to. This was only a rest period because the service was so slow we left and rode to Cortez.

After lunch we took off on a little known road (J-9) from Cortez to Aneth, Utah. Then we caught Hwy 162 to Torrey for the evening. The next morning we charted a course for Cedar City. Along the way we went over the Grand Stairstep and by Bryce Canyon. The road was beautiful and not a lot of traffic. We reached Cedar City, filled our tanks and took off for the Extraterrestrial Highway and Tonopah, Nevada. We were moving quickly across the desert. When we reached Panaca, NV. (just over the state line) , we stopped at a grocery store to get water, snacks and rest. I noticed that antifreeze fluid had blown onto my engine. Oh NO! Oh well it might just be a loose hose. After some investigation and trying to determine where the leak was coming from I decided to have the bike towed to a Honda Dealer in Las Vegas. John took off for the Bay Area and I called the MOA Tow service. Within a half hour a very nice guy showed up pulling a flatbed trailer. He was from Caliente, a small town close by. I rode the bike onto the trailer, we tied it down and we were off to Las Vegas.

The MOA Insurance paid for 100 miles and I paid for 60 miles. We reached the Dealer after 7PM but they were waiting for us. I stayed at a local casino and enjoyed the evening. The next morning I went to the dealer to find out what the problem with the Africa Twin was. I waited for awhile while they did their mechanical investigation. They determined that the fan had gotten loose and wore a hole in the radiator. They had to order a part from Fontana, CA. and this would take two or three days. Shucks!

Three days later the part arrived and they fixed the radiator. I was immediately off on Hwy 95 & 120 to California. I saw the sign to June Lake. What a welcome change from Nevada. It was cool, many trees, and people who invited me to their family BBQ. I had a nice evening around the fire with good food and an ice cream social. The next morning I left through Yosemite and set up camp at Brennen Island in the Delta. The next morning I met the club for breakfast and our meeting ride & campout in Markleville. It was good to be back.

End of Part One

*Fred Montano*

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## Upcoming Events

- 11 Oct 2017**  
**Board of Directors Meeting**  
**55 Second St, San Francisco, CA. 94105**
- 15 Oct 2017**  
**SSBR North Bay - Sonoma County Adventure**  
**8:00 AM breakfast at Sam's for Play Cafe - 2630 Cleveland Ave, Santa Rosa, CA.**  
**End at Carmen's Burger bar**
- 28-29 Oct 2017**  
**Oktoberfest General Meeting and Campout**  
**Location - Chanslor Ranch, 2660 CA-1, Bodega Bay**  
**Meet for breakfast at 8:00 at Eduardo's Restaurant, 4200 redwood Hwy, San Rafael. Hit the road at 9:00.**  
**PLEASE REGISTER EARLY SO WE CAN ORGANIZE THE FOOD**
- 02-03 Dec 2017**  
**November Meeting and Campout - Plaskett Creek**  
**8:00 AM Meet for breakfast at Black Bear Diner, Fremont, 5035 Mowry Ave. 94538.**  
**Leave at 9.0am**
- 16 Dec 2017**  
**BMWNorcal's End of Year Party 2017**  
**5.00 PM Skates on the Bay, 100 Seawall Dr. Berkeley, CA 94710**



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