

MAY 2018

# NORCAL NEWS



Ride to Camp

Camp to Ride



**This month featuring:**

Impressions of the Cross Border Ride

Visiting the BMW Museum in Munich

Camping in a fire lookout

R1200RT to GS transformation

BMW Motorcycle Club of Northern California

## Captain's Log

It's Rally Time!!!

It's May which means it's time for BMW NorCal's 49er Rally in Mariposa! And this year we've got a great rally lined up. So get in on the fun and get registered. And don't forget your rally shirts. Rally Chair Joe Luthy has come up with a really great graphic, so this year's shirts are going to be awesome! Joe is also looking for more volunteers. It doesn't take much time or effort to pitch in and help out and every little bit helps.

From the riding perspective, look for an expansion on last year's self-guided rides, both on dirt and pavement. There's a lot of great local riding situated in the Mariposa area – take advantage of it while we're there! Look for the rides posted in the Rally HQ – General Store. There will be printed .pdf route sheets to take, or .gpx and REVER files to download. And new for this year, a sign-up board for folks looking to join up with other riders.

And don't forget about the 49er Poker Run! We have a great route showcasing some of the area's great riding. Be sure to make some time for this. And stay tuned for the prizes, you won't be disappointed...

Because of the 49er, there is no May Member Meeting/Campout. But picking back up in June we have our Annual Meeting. This is the election meeting - where members in good standing (dues paid up before the meeting) can step up for Board positions or vote. The Board is made up of volunteers and while it's a lot of work to keep the club going, it's also very rewarding and fun. So if you enjoy your membership in BMW NorCal, consider giving back to the club and running for a Board position. Or at the very least, come out and vote. This year's Annual Meeting is at Chanslor Ranch by Bodega Bay and we have some fun riding planned, including a ROL-esque dirt option to the ride. And this campout we will be offering a BBQ cookout by some of the members, very similar to the April meeting at Songdog. Register on the Events page of the BMW NorCal website.

In the meantime – enjoy some great weather and some awesome Spring riding.

*Nick Gloyd – Tour Captain*

## Editors Corner

May's newsletter was delayed a bit because of my trip to Munich. While there I visited the BMW museum (see this month's front cover). Definitely worth a visit. I would also like to thank Mac Kirkpatrick for documenting his impressions of the Cross Border Rally and the Death Valley camp out. Nick Gloyd (in addition to his captain's log) wrote about his experiences camping out at a fire look out with his wife. I didn't realize this was even possible and sounds like a great way to get a little peace and quiet. Thanks also to Adrian Pineda for a follow up on his GSed RT. This time he takes it to the track. Last month some club members took part in an Adventure Ride from Spain to North Africa. To me this sounds like the makings of a great article for next month. What about it? *John Ellis*

## Presidents Report

First the Cross Border-Rally with the Mexican Sister Club, then Death Valley, then Songdog Ranch, and now the 49er then the Adventure Bike Challenge. It just keeps getting better. Add in great Club rides to the meetings with lots of members in attendance, a series of productive Board of Directors meetings, and people just having fun. That's why riders enjoy participating in the rides and volunteering to support Club events.

It had been a while since the Club held a meeting at Songdog. Then word got out the Club was going and we ended up with around 100 people with many from other BMW Clubs joining us and enjoying the barbeque, the campfires, the French toast breakfast. There will always be that wonderful road up the hill to the campground that most people will always "fondly" remember. I would hope the Club puts Songdog on the calendar for August about every other year. The August timeframe experience of sitting around the campfire during the annual meteor shower will be a conversation item for decades.

This year's 49er has a strong line up of events and speakers. Learn how to make a gourmet meal while camping on the bike, better off road riding, the history of marketing for BMW motorcycles, understanding suspension, cash for poker run winners, and a long list of outdoor events will give you plenty of options on how to spend your time.

The June election meeting will have a lot going on, besides the regular meeting agenda, we will have the first reading and discussion of the proposed changes to the By-Laws. These are very specific items that you will decide yea or nay on each

section. Nothing earth shaking but important to the future direction of the Club.

The last item will be the election part of the meeting so please start thinking of how you want next year's BoD to look like.

Then food and drink for all while we enjoy the beautiful campsite on the northern CA shore.

See everyone at the 49er.

*Greg Hutchinson – President*



## ADVENTURE BIKE CHALLENGE II

Join BMW NorCal for a 2-day, 110 mile off-road event through Mendocino National Forest. Riders will enjoy great self-guided riding on National Forest service roads, with single-track options for those wanting a little more adventure. The optional routes will include both skill and navigational challenges. Included with the \$40.00 registration fee: .gpx navigation files, a sag wagon for your gear, a Saturday night campout with "chuck-wagon" style dinner, and a Sunday breakfast.

When: June 16-17, 2018

Where: Middlecreek Campground, Mendocino National Forest (8 miles north of the town of Upper Lake, CA)

The fine print:

- Plan to arrive Friday afternoon/evening to check-in with the ride organizer (2nd loop on the right).
- Rider meeting 6 pm collect gps route
- Friday night camping is "no-host", you'll need to pay your campsite fee (\$8-\$14 range). And for dinner Friday, you're on your own. You can find groceries and restaurants in nearby Upper Lake.
- Riders depart from Middlecreek Campground Saturday AM for Gray Pines Group Campground, Stonyford. At the campground riders will be treated to a chuck wagon style dinner and cold beverages. Day 1 is approximately 60 miles. The Sag Wagon will bring your gear.
- After breakfast Sunday, riders will navigate back to Middlecreek Campground, approximately 50 miles. There they retrieve their gear from the Sag Wagon & head home.

Registration will be open to BMW NorCal members April 15, 2018 and to the general public May 1st, 2018. Limited to 60 riders.

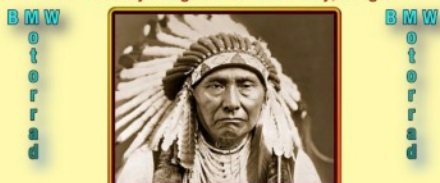
Additional Info:

There will be a stream crossing. The entire ride can be done on the National Forest service roads, or riders can take optional trails. The optional trails will include hill ascents and descents, ruts and possibly mud. The optional trails require intermediate to advanced off-road riding skills. All riders must ride in groups of at least two.

For more information email Buddy Scauzzo - [Muddyspokes@gmail.com](mailto:Muddyspokes@gmail.com).

### BMW Riders of Oregon 2018 Chief Joseph Rally

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June 29, 30 & July 1

ONLINE REGISTRATION NOW OPEN: [BMWRO.ORG](http://BMWRO.ORG)  
Food / Camping / Guided Rides / Beer Garden



### AcmeMoto2 Top Loading Polypropylene Impact Copolymer Panniers

I was reading this month's City Bike Magazine (May 2018) and saw a review of the new AcmeMoto2 impact resistant side bags. When I was looking for side bags I considered the Caribou/Pelican cases which are made of a similar material and according to reviews are truly indestructible. The only problem with these cases from my perspective is that they are side opening. However this new AcmeMoto2 bags are top loading with strengthening bars on top to allow camping gear to be added. The price of \$883.00 for a pair including mounting locks and delivery seem pretty reasonable. They also come with a one year crash damage warranty. Aluminum bags look nice but don't stand up well in a crash, soft bags are tough but locking them is an issue. If you need bags and ride off road you might want to take a look at the City Bike review or go to the AcmeMoto2 web page.



**Antique Motorcycle  
Club of America**

up a booth and promote the club. Membership of the AMCA or Fort Sutter Chapter is not a requirement.

Norcal has been formally invited to participate in the Fort Sutter Chapter of the Antique Motorcycle Club of America National Meet to be held June 15 & 16, 2018 at the fairgrounds in Dixon California. Norcal has been offered a complimentary swap meet space to set

Note: If products are offered for sale then the cost will be \$50 for the 2 days, and at least one participant must be a member of the National AMCA. Annual Membership is available for a fee of \$40 and includes 6 issues of the national magazine. All products offered for sale must be related to motorcycles at least 35 years old.

Please contact Greg Hutchinson if you are interested in attending.

# SIGN UP NOW! - JUST CLICK ON BOX BELOW

## Get involved in the 49er Rally

Our premier events (the 49er and ROL) are growing in notoriety – in a good way! This year we're hard at work making sure we have a great program of speakers, rides vendors and activities for the 49er Rally.

Pulling off the 49er is a team effort. This year there are 14 different areas that will require people to staff 64 shifts. It sounds like a lot, but when club member who attend pitch-in, it becomes really simple. Not only can your involvement help make the event run smoothly, I can almost guarantee you'll make a whole lot of new friends.

Last year I was a fairly new member and had only attended a couple of campouts prior to the 49er, meaning I didn't know

more than a just a few other members. So I signed up to help out in a couple of areas. It felt good to contribute, plus I got to know the other volunteers which just made the whole event that much better

If you're planning to attend—and I hope you are— take a look at the volunteer page and see if there's an area that you'd be interested in helping out.

Check out the 49er ["Volunteer Local"](#) site to see what's available and where you'd like to help. On the landing page, click "Volunteer Now" – don't worry, you're not committed at that point, it opens the page so you can see all the positions. From there, click on the check mark "+" to expand the section to see times and dates. When you find those you like, just check the box and then scroll down and put in your contact info.

[Volunteer today](#), you'll be glad you did!

Thanks in advance for your help

*Joe Luthy 49er Rally Chair*



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Around 15 riders joined the 8<sup>th</sup> April SSBR starting at the Copper Skillet in Martinez. First time there for me. They provided us with an separate upstairs room (I guess so we wouldn't scare their regular customers). Excellent breakfast. Definitely go there again. Kevin Coleman led the group. The route took us up to Skyline and then through the recently reopened Redwood road to Palomares, the Hwy 84 to Livermore and then Morgan Territory to end in Clayton for lunch. The total route was a little over a 100 miles, and even though we were riding through the heavily populated East Bay less than 10 % of the ride was through populated areas. Quite remarkable, we are so fortunate to live here. The only downer was an ignition problem on Joe Luthy's GS after a stop at Anthony Chabot Regional Park. Jorgen stayed behind to help and eventually got it going. So everything ended well.

*John Ellis*



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## NorCal Cross-Border Trip to Baja, Mexico March 2018

NorCal member Nick Gloyd purchased his first BMW in 2016, learned to ride it and traveled to Baja, Mexico in 2017 where he got Montezuma's revenge and was forced to hole up in a hotel for two days. When he finally emerged from his hotel room, he happened upon two Mexican R1200GS riders, who in spite of Nick's unhealthy, even scary appearance, struck up a conversation with him, and they all ending up riding together for a couple of days.

During that time the idea emerged of creating an International BMW Sister Club with a cross border ride between NorCal Club members and the Mexican BMW Moto Club of Queretaro, a city in central Mexico. The Mexican riders were very helpful in recommending additional places to visit. Nick was struck by how fun, sharing, and interesting the Mexican riders were.

The idea of this trip was subsequently pursued with both clubs and the outline and objectives of this trip were posted on the NorCal website where folks interested in the trip could sign up. I live in Pennsylvania and was interested in attending the 49er Rally, but saw this trip into Baja and signed up for it, as I had been trying to find a way to ride into Baja for several years.

I met most of the NorCal contingent of riders at Salton Sea in very southern California, where we camped in the sand beside the sea, which was very beautiful.

The next day we had a "cross the border" briefing and successfully crossed into Mexico at Mexicali, not stopping until we had proceeded 100 miles or so away from the border, a recommended procedure to avoid cartel problems. Most of us had previously completed our required border crossing paperwork, so things went smoothly.

For the next two days we spent too much time "not riding", so we got up late, dawdled at breakfast (if there was one!) and ended up riding very hard and fast, given the condition of the roads, to make up time.

There were awful potholes, both round and very long, in the direction of travel. So you would set yourself up to go around a pothole, and of course that would set you up to T-bone the next pothole!

To handle the rain runoff, in many areas a trench is dug across the road, but they don't install a large pipe for draining the rain, they just pave the dirt trench along with the rest of the road! These paved trenches are difficult to distinguish and some are deep!

I was airborne on my motorcycle at least 5 times due to these paved trenches, and ended up damaging my windshield and on one airborne "trip" my handlebars tilted way down as I landed.

**Mac Kirkpatrick's principal hobby is traveling by BMW motorcycle, both old and new. He owns about 16 BMW motorcycles including R90Ss, R100RSs, an R27, a K1200RS, R80G/Ss, an F800GS and an R1200GS Adventure. When his bikes are not ridden, they are stored in a mini museum in his basement. He travels 20 to 25,000 miles yearly by motorcycle, attend all the BMW rallies and bike events he can, has traveled by motorcycle in all 50 states, in Europe, Canada and briefly in Mexico and still does the occasional 1000 miles/day.**



Some of us objected the next day and we traveled slower from then on.

But then there are "topes", speed bumps, which seem to be everywhere, to keep traffic from speeding. Many cannot be readily seen, since they "used" to be painted yellow, but the paint has worn away; some are very tall and there is no uniformity to them, except they are all a pain and tough on rims and tires!

The Baja Peninsula is 750 miles long and is virtually all sand, a desert, with cactus and brush everywhere. The most beautiful places are the little towns along the coast on each side, where "snow birds" come south in their RVs and trailers, and park in campsites along the ocean.

One was Coyote Beach, where we camped for two days, right beside the ocean on white sand. It was a gorgeous lagoon.

Google the names of any of the places mentioned in this article and see the beauty of each of them.

We visited the most interesting locations on both sides of the Baja peninsula, including Sal Luis Gonzaga, Asuncion, Mulege and Loreto, then headed north to Ojo de Liebere, San Quentin, Rancho Meling and our last town in Mexico was Ensenada, which is about 65 miles south of Tijuana.

The most southern town we visited was Loreto, because south of there the main road goes inland away from the coast and it is far less interesting.

Many towns have a Spanish mission from the old days and they are spectacular to visit.

We visited the Mexican National Astronomical Observatory, which was up a 10-mile very windy road at an elevation of 9500 feet, almost the highest point in Baja.

We also took a very long dirt road to the El Vizcaino Biosphere Reserve on the coast where we camped on the beach.

A woman there had been hired to cook our lunch, dinner and breakfast, which was a lot of fun.

It was here we went out in boats and watched whales, which actually bumped into our boat, and if lucky, we could touch them.

We visited a coastal blowhole, La Bufadora, which was touristy but fun to see.

A huge treat was La Lobera which is a huge hole that looks down on an underground beach where sea lions sun themselves.

We camped at the remote Baja California Guesthouse and Cattle Ranch, where the Mexican riders cooked our entire group a wonderful dinner and we all camped on the lawn of the ranch.

The roads in Baja are not the greatest so a GS style motorcycle is definitely the best option due to its greater suspension travel to absorb topes, potholes and rough roads. All but one of the Mexican riders rode R1200GSs and the one Mexican rider on an S1000XR was going to trade his bike in for an R1200GS.

The NorCal group was about 13 riders and the Mexican group was about 27 riders. All riders were "fair game" for whatever the day brought us, and there were no whiners, a big plus. Many of the Mexican riders had not camped previously and bought camping gear just for this trip. The Mexicans were definitely "up" for most anything and were a lot of fun. We all enjoyed each other immensely.

The Mexicans as a riding club, all followed their club rules and when their president and ride captains said what to do, they did it. That was very interesting as in the US I am more used to riders being difficult to herd, like "herding cats" as they say.

Many of us split up into smaller daily riding groups, depending on where each wanted to go and if there were shared interests and riding styles.

We found the Mexican people to be very warm, helpful and fun loving. We could even talk freely about Trump's wall; one T-shirt I saw said, "Relax and Enjoy This Side of the Trump Wall", which I had to purchase!

Our nightly excursions into the towns we stayed in were fun, and we found good restaurants and interesting sights.

The last day was riding back into the US and on to Long Beach BMW for a welcoming rally. I was not able to be there as my motorcycle broke down in Ensenada, Mexico, and I arranged an Uber driver who had access to a truck, and he brought me 400 miles, to Phoenix, AZ, where I store my motorcycle. In a few weeks I hope to be able to find out the reason my motorcycle stopped running.

Some riders then went on to camp at Joshua Tree National Park and then to Death Valley.

The bottom line is that this trip was a huge success, mostly due to Nick Gloyd being inspired to set up this trip for us all, coordinating with the Mexican riders to set up a great route with the best sights to see and just being a superb low key Tour Captain. Thanks Nick from all of us. You so patiently answered so many questions for two weeks; I could not have done that!

Kevin Coleman was a great help to Nick Gloyd with much of the logistics, planning, setting up routes, making hotel reservations, etc., and helping with communication so everyone knew what was going on. Javier Sanchez and Jorgen Larson very graciously and selflessly ran "sweep" for our group, bringing up the rear, to insure anyone who had a problem would have their help.

Thanks Nick, Kevin, Javier and Jorgen. If you missed this trip, you definitely missed a good one. But there is always the "next trip". When you see Nick, DO ask him if he has ever been to Guatemala.

Thanks Guys!

*Mac Kirkpatrick*

drbeemer73@gmail.com

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MAY 2018

## Visit to Munich

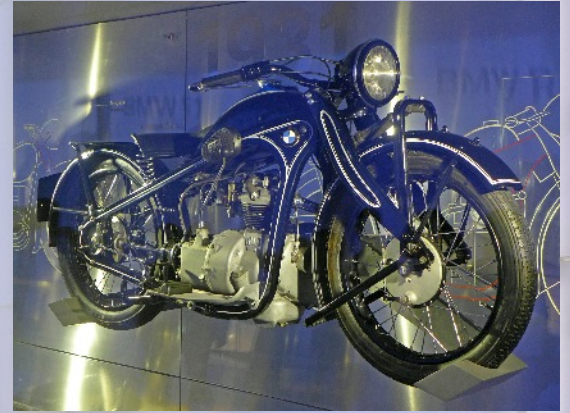
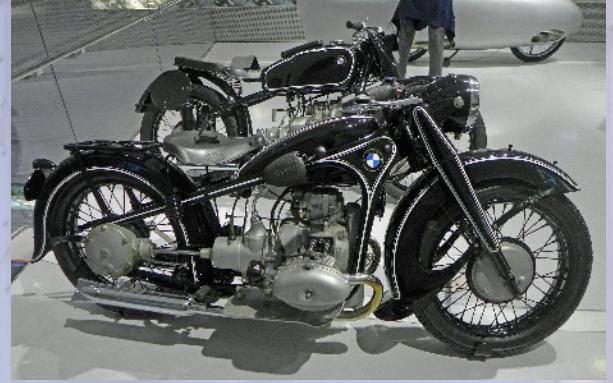
Just got back from Munich to see my daughter who is now living there. One of the highlights of the trip was a visit to the BMW Museum. Needless to say it was very, very impressive. Apart from the bikes on cars on display the overall design and esthetic for each part was obviously carefully thought out by some of the worlds best architects and industrial designers. I believe the museum contained examples of every car and motorcycle model ever made by BMW. In addition there are fabulous displays of the pre and post war grand prix races including the Ernst Henne's 1937 world speed record bike and his streamlined helmet.

The German attitude to beer is interesting. It is perfectly legal to drink beer outside anytime anywhere. Their real innovation is including beer with the traditional Bavarian breakfast of Weisswurst, pretzel and mustard. Under no circumstances is it proper to eat Weisswurst after 12 o'clock midday.

*John Ellis*



The new F750GS and F850GS were on display. These look like BMWs answer to the Africa twin. The engine is 270 degree parallel twin like the Africa twin, the Super Tenere and the new KTM.. This could be a very good bike.



## Other Stuff

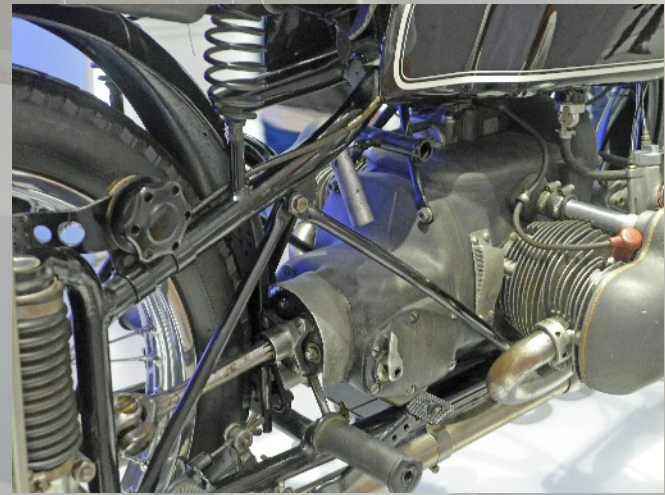
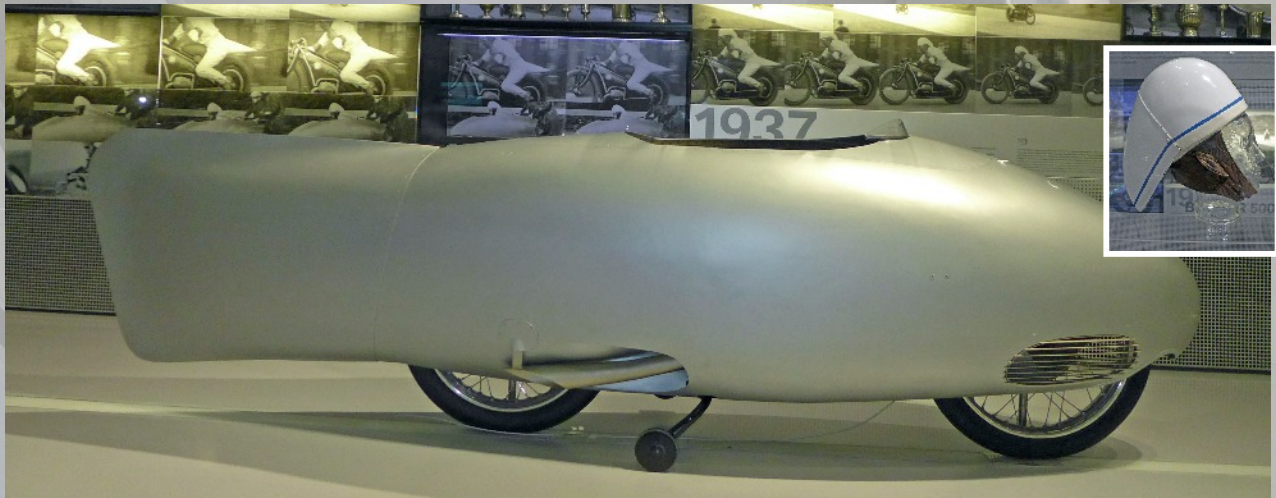
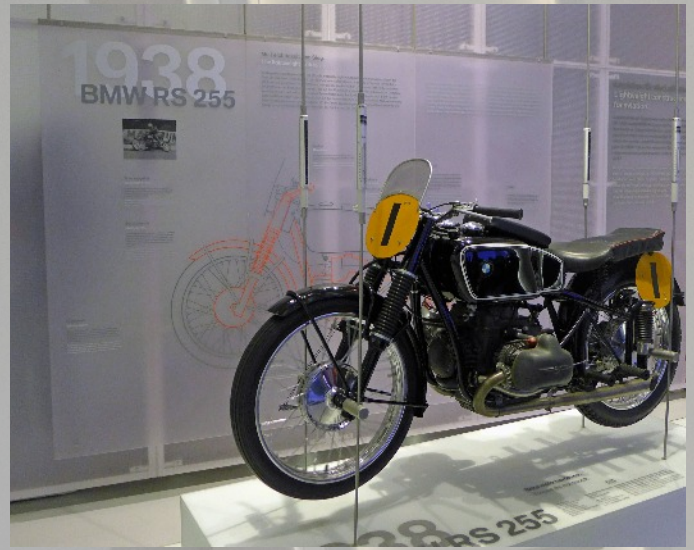
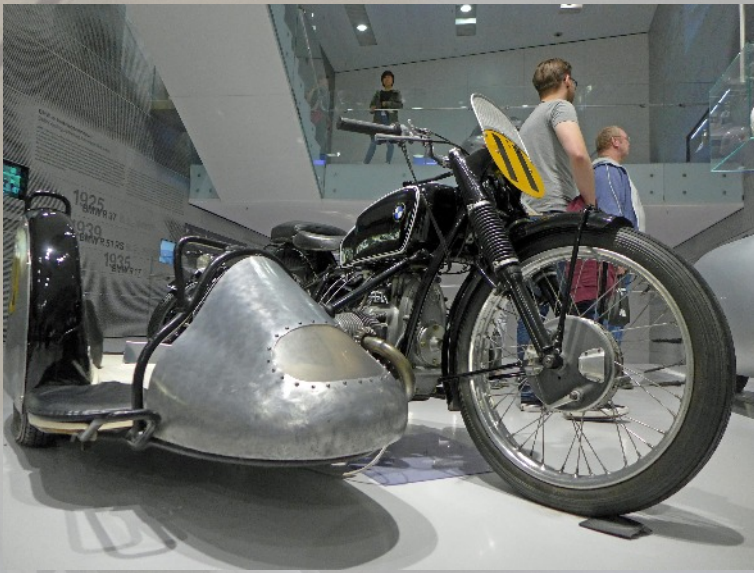


Me at the Allianz Arena to watch to Bayern Munich football (soccer) game



I don't speak any German and figuring out the correct restroom became a challenge. However that wasn't the case here





Every town in Bavaria has a May pole. Every 3<sup>rd</sup> year on May 1, the unmarried men (in Burschen Verein club) of the town raise a May pole. The May pole is made from a specially selected tree and is shaped and painted by the men. There is competition between towns. Before the pole is raised, it must be guarded 24 hours a day for months. If pole successfully stolen by a rival town, the town who's tree is stolen must host a party and pay for tents, food and most importantly beer before the pole will be returned.



# Camping in a Fire Lookout

Looking for a new, totally unique, ride-to-camp experience? How about one that combines a bit of history and adventure with remote and off the beaten path locations with some really great views? Well consider one of my favorite ride-to-camp destinations, a decommissioned fire lookout tower. While these lookouts are no longer active, they are maintained as camp destinations and open to the public. Fire lookouts are really just small, often historic cabins – just with lots of windows. But due to their intended purpose they are often perched on a raised tower on top of a remote mountain, with stunning 360-degree views. There are many of these lookouts available to the public throughout the Western States, with at least 10 available in California alone, and all with varying amenities. Most are spartan - you bring your own water and a camp stove for cooking, but some may have running water and a stove and refrigerator, with propane or electricity. They have beds with mattresses (bring your own sleeping bags or bedding), a wood burning fireplace, and usually a picnic table and fire ring outside. While fire lookouts are great destinations for an overnight camp, they are really great stop-overs for road trips or rides out to western rallies during the summer.



Last summer my wife and I stayed at the Little Mt. Hoffman Lookout, up by McCloud CA, which was a really great time. The Little Mt. Hoffman Lookout was constructed in the 1920s and was used by the Forest Service on a regular basis until 1978. It is one of the few remaining historic lookouts in the Shasta-Trinity National Forest and is eligible for listing on the

National Register of Historic Places. The lookout is still used by the Forest Service in times of extreme fire danger. This is also one of the few Lookouts not on built on a tower, but given its location, it wasn't necessary. There are 4 miles of off road to get there and no electricity or water at this lookout, with

heat from a woodburning stove. It says it sleeps 4 but there are two small beds, so you better be friendly... There is also plenty of room to pitch tents outside. I've got two separate towers reserved for this upcoming season, look for more pictures and follow-up reports on these too.

How this works: Reservations are thru [recreation.gov](http://recreation.gov) and

open six months in advance and are tricky to get. I recommend doing your research ahead of time to narrow down your lookout choices and get ready for your reservation window to open. There is a high demand for these lookouts, they book quickly. The amenities vary by location, as does the access. Most seem to involve dirt roads. Go to <http://www.firelookout.org/lookout-rentals> for the western states list and links to each tower. Also, there are some towers available that aren't on this list. Keep in mind – you can always visit these lookouts if you're in the area, maybe stop for a picnic and enjoy the views. But remember to give respect the folks that are staying there.

Enjoy and send in pics of your stay at a Lookout.

*Nick Gloyd*



## A&S BMW Motorcycles Maintenance Tips

The longevity and efficiency of your motorcycle's fuel system, including its tank and hoses, filters and injectors, valves and spark plugs are affected by the quality of the fuel you burn. The quality of today's fuel varies widely throughout the United States and in California, it also varies seasonally. Even when you make a habit of using the best gasoline you can find, sooner or later you'll use something that's not up to par. Proper Preventive Maintenance solves this dilemma. We recommend that as part of your PPM, you treat your bike to BMW Fuel System Cleaner every 3000 miles. It's available in 20oz. (part number 82 14 0 413 341) and 5 oz. (part number 07 51 2 412 378) sizes. (Use 1 ounce per gallon of fresh fuel.)

## The R1200RT/GSA Part II

January. The holidays were done and the tires untested. I had put a couple of hundred miles, but except for the initial trials and some local rides to the hills with friends, nothing seriously off the tarmac or in the rain. Admittedly, I had to consider, though I had off road tires, my 2009 RT has 79k on the original ESA shocks and an on-road suspension. So, while the weather was altering the landscape in Santa Barbara County, my neck of the woods was relatively unscathed and if I really see what the tires could do, I would need to leave the pavement.

I rode up past Lake Kaweah to Three Rivers, California and found nice weather and dry roads. There, I then turned onto



North Fork Drive and headed up into the hills. It was interesting to see so many no parking signs in what appears to be such a secluded road. There are several cattle guards along the way. The road ends 11 miles later at the western edge of the Sequoia National Forest at the Yucca Creek. The pavement ends after 7 miles and went to a rocky dirt road with abrupt elevation changes, muddy puddles in the corners and sharp slow corners. I found very good grip from the tires. I expected to deal with the front end slipping, especially on the downhill corners, but it didn't. Nor did I experience the rear wheel spinning excessively under throttle. The tire lugs just bit, kept me planted and under control. I had never been on the road before and if I had known had bad it was, I may not have gone alone. It was only about 6 miles each way of dirt, but it left me with a lot of confidence in the tires. Though I had been before on Michelin Pilot 4 tires, I did a couple of trips over the Parkfield

Grade. Those trips confirmed the Continental TKC 70's, were all I needed for the dirt.

The final test was in early April. I went to Laguna Seca for two days to be a volunteer corner worker for the California Superbike School. On 4 occasions, I was allowed to ride on



the track. Two of the sessions were when the students and instructors were on the track. I didn't count the laps, but I watched the odometer and ended up doing almost 80 miles on the track. My GPS indicated a top speed of 96 miles per hour. I followed students and watched the lines the instructors were literally pointing to while leaning over, on the track. The tires never even squirmed on me. I have a couple of thousand miles on the tires now. It will be interesting to see how long they last. Until then, it's nice to know I can take my bike on almost any (dirt) road or track.

*Adrian Pineda*

Too bad this missed Christmas cos it would make a great stocking stuffer. However, for the guy who has a new BMW with its nifty keyless ignition, here a leather protective cover for to for said key made from a genuine European cow. \$49 from Wunderlich



Ask Fred whether you have enough protection. His answer will be you can never have enough. Here is a protector for the final drive of the water cooled boxer. \$220 at Wunderlich



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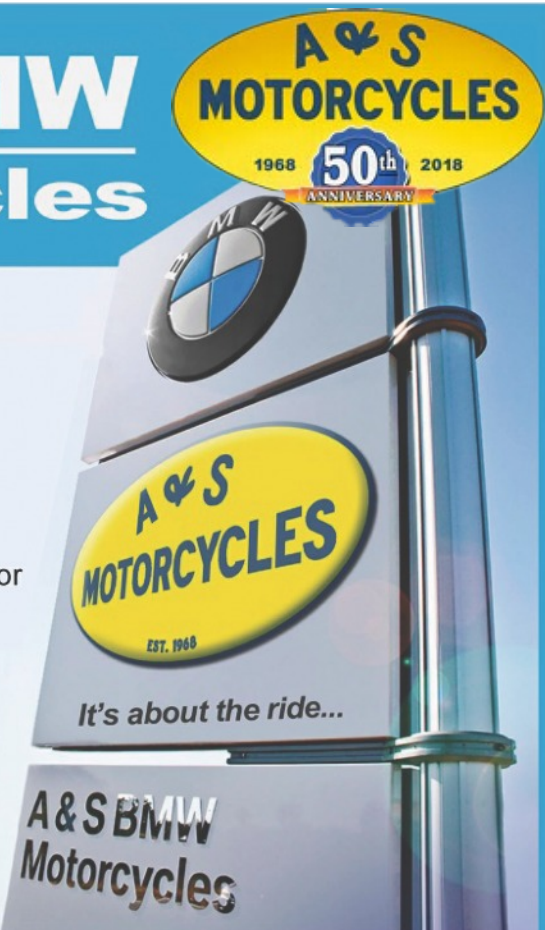
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**SECOND SUNDAY BREAK-FAST**

Open

*\*Board Member*

## Events

2018 49er Rally!  
24 -28 May 2018  
5007 Fairgrounds Rd,  
Mariposa, California

BoD Meeting  
03 Jun 2018, 7:00 PM 9:00 PM  
Noodles Fresh, 10042 San Pablo Ave., El Cerito

June SSBR - North Bay Baby!  
10 Jun 2018 8:00 AM  
The Fremont Diner - 2698 Fremont Drive, Sonoma

June 15 &16, 2018 Antique Motorcycle Club of America  
National Meet to be held at the fairgrounds in Dixon  
California.

June 16-17, 2018 Adventure Bike Challenge II  
Where: Middlecreek Campground, Mendocino National  
Forest

29 June to July1  
Chief Joseph Rally  
John Day, Oregon

Pre-registering for events at  
[www.bmwnorcal.org](http://www.bmwnorcal.org) is highly  
recommended. Avoids the need  
to sign a waiver at the event.

## Anniversaries

Bob LaMott 25

Mik Herman 15

Mario Bajandas 10

Daniel Carter 5

Tim O'Connell 5

Jose Pepe Vallejo 5

Walt Farnlacher 15

Edward Hanson 10

David Flichr 5

Dan Smith 5



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