

SEPTEMBER 2018

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW Motorcycle Club of Northern California

Presidents Column

Does it ever seem like all the things you like to do come at the same time of the year and you're always trying to fit them all in your life!

This month started with the club having a great turnout and wonderful campout at Alpine Lake on top of Ebbetts Pass. The ride to and from the meeting was worthy of any motorcycle journal. The ad hoc dinner put together by members after the meeting was as good as any restaurant. Nobody went hungry and beverages were plentiful.

The Member's meeting was productive with lots of member involvement. Next year's proposed budget was discussed and passed with no objections. The 3 proposed updates to the Club By-Laws were discussed and minor changes were suggested. They are now ready for publication in this month's electronic version of the Club newsletter. Icing on the cake was the addition of 6 new members giving the Club the highest member count in history. Positive things all around.

The sad part of the weekend was the Sunday ride home over Monitor Pass and Sonora Pass. If any of you have ever enjoyed the store at Dardanelle, it's gone...nothing left after the fire. The only things standing were the original sign near the road and a banner hung on log fence announcing "Under New Management"...the resort had just been bought a few months earlier and renovated - and now it's gone. The entire mountain behind the store is blackened. Miss it already...hopefully they'll rebuild.

Fortunately we didn't have to ride through smoke or the aftermath of the recent NorCAL fires during the Range of Light Gypsy Tour. Kudos to Nick and all the volunteers for planning and supporting a top notch event!! Lots of behind the scenes compliments on the routes, campsites, and food. Last year's record high temperatures weren't around so we enjoyed cool nights and mornings and mostly pleasant riding during the day while staying at wonderful campsites at Napa, Quincy, and Yreka. Of course having to pass through Quincy naturally made almost everyone on the ride stop at Morning Thunder or Annie's Café in Greenville for breakfast. The riders filled both places most of the morning. And speaking of Quincy, the Beemer Bash is next up over the 14-16th weekend.

How many people realized that this year was the 27th edition of the Range of Light? How many of you have attended most if not all since Doug Hubbard made this a real thing? If so, do you keep souvenirs? Like any past year's route sheets? We noticed way too late that unlike the 49er, we have neglected to keep any historical records for the RoL. If you can remember where we started on Friday night, camped for Sat, and Sunday, remember the routes (or have the route maps), know anything about the Sat, and Sun. meals, we want to hear from you!

We would like to reconstruct the history of the RoL. If you have original route maps, please make a clear copy and send it to us at the club PO Box or send me an email with any details from specific years. I know this will be piece meal at first with gaps to be filled in over time but you have to start somewhere.

And to end the month, we want to see everyone at Saddleback Lake on the backside of Tioga as we vote on the first set of By-Law updates. Bring your warm fleece gear.

Greg Hutchinson

The Captain's Log

Well we're not out of the woods yet. While the big fires are either extinguished or mostly so, new ones are popping up. Currently there is a blaze closing our route over Sonora Pass to the September meeting/campout at Saddlebag Lake. I am watching this one, as well as Wynne Benti, our eyes and ears of the East-side. Also, if things work out we will have a GS option for part of the ride to Saddlebag Lake, led by Kevin Coleman. Keep an eye out for upcoming information on this and the road conditions.

We lucked out with fires on this year's Range of Light Gypsy Tour though. While our route wove in an around fire damaged areas, the air quality remained good. This was especially the case at the camps at Quincy and Yreka where the air was crisp and clean, perfect for resting and relaxing after the ride. For those of you that blasted down I5 for the quick ride home, you'll attest to the heavy smoke south of Mt Shasta. In fact that section of I5 closed down within a day or two of us being up there, and remains closed still. For those that opted for the scenic rides home, like the mountains or down the coast, you made out like kings! (Look for more on the ROL elsewhere in this fine newsletter.)

Coming up after our meeting at Saddlebag Lake is our Octoberfest meeting/campout at Liberty Glen Campground, at Lake Sonoma. It will be a similar version of last year's Oktoberfest and like this year's election meeting— Board members sourcing great food and volunteering to cook for the Club so we can have a great meal while controlling costs. But for this year, if you're interested, plan on a simple breakfast the day after. While supplies last... Much like we just did at the Lake Alpine campout.

The November meeting/campout will be at Fremont Peak State Park. And December is the holiday party – stay tuned for info on that...

I would quickly like to report on my effort to switch up the ride format by breaking the club rides into small groups of about 4 riders. We have done this on several rides now and it has been working out really well. While we leave and ride separately, the ride captains keep in touch and we meet up at stops for gas, groceries, and for lunch. It's been fun. And of course, this riding style has always been the norm for the ROL so there's no change to that.

Lastly keep in mind that you can check out our past rides and campouts by scrolling down to the bottom of the Event page on the website. We have everything back to June of 2015. Before that you'll have to dig into past newsletters...

Thanks and ride safe folks!

Nick Gloyd

Letter to the Editor

NorCal is Looking Good!!

After retirement in 2001, I became a Re-entry Rider, rediscovering the "magic of the ride", touring and camping.

It's a fact that MC clubs today are struggling to maintain membership as their newsletters and magazines search for a format that will resonate with younger riders who now connect, associate, recreate and define "fun" in new terms. For many, even the word "Club" is old.

Your newsletters and routine emails reflect and project an enthusiasm, a freshness that seems to come from folks who are also having fun and who enjoy their "work". It reflects your attention to detail, careful planning, good presentation and for that too:

Many Thanks.

Grandpa Jon

Jon Ingenthron Member Since 2017

BMWNorcal Member Clinic Day, Advanced Riders Class Oct 13th 2018

If you are free on October 13th, do not hesitate to sign up for our member clinic day! This time around, BMWNorcal will be offering a **Total Control Advanced Riding Clinic (TC ARC)**. There are 12 available spots that will be determined on a first come first serve basis.

This will be an enhanced version of the standard Advanced class. The exercises will be designed for the experienced type of NorCAL riding and the instructors will be hand picked specifically for our class.

And if we fill the first class, they will add another same day and time... same criteria.

Since 1991, 2wheel Safety Training has trained more than 20,000 riders. Information regarding the class can be found [here](#). The class is being held at either Mission College or Newark Pavilion on October 13th 2018 and will last from 7am to 5pm.

The discounted cost for BmwNorcal members is \$150.00.

Register at BMWNorcal.org

*In 2011 a Scholarship Fund was established by Paul B. Bachorz. Any rider who is taking a rider education class can apply at <https://www.bmwmoa.org/page/paulb> for a full or partial reimbursement.



ADDITIONAL INFORMATION- if you choose to sign up, be on location 30 minutes prior to class to get you checked in. We will start class promptly. There will be a lunch break around 12:30pm with food for purchase nearby, however we suggest you bring plenty of drinks and snacks.

Please check with your motorcycle insurance carrier as they might not cover any damages caused on any off roads/race tracks.

The ROL Chair Report

I'll start by announcing that the 28th Annual Range of Light Gypsy Tour was great success, on all fronts. Heading into this year's ROL I was juggling real logistical issues with fires, with some areas still burning as late as 2 days prior, fires that would have significantly thrown off the route. Sure, this year's theme was "Out of the Ashes", but this wasn't meant to be literal...

The starting location, as you know, was the Napa Valley Expo. After some great riding, day one found us at the fairgrounds in Quincy and after some more great riding day 2 found us ending at the fairgrounds in Yreka. With all the route we lucked out with the fires, smoke, and road closures. And at each camp the air was clear as a bell. The weather held too, with mid-day temps climbing but not getting too bad.

For the success of this event, I really have to thank all the volunteers – it takes a small army to put this on and we had an excess of volunteers climbing out of the woodwork offering to help. Thank you! And of course, all the registrants. Thanks for signing up for the greatest Gypsy tour in the West!

I really want to acknowledge the highly efficient registration this year. **Hugo Bonilla** pioneered and spearheaded a new registration process complete with ROL specific badges and bar code readers to quickly scan in registrants. Look for more with this technology in future events. Thanks Hugo for tackling this! We had nearly 200 registrants and I heard from many that this was the smoothest registration they had ever seen. And thanks also to Board members **Jorgen Larsen** and **Kevin Coleman** for your parts in making the registration hum along too. You and the rest of the volunteers were key in this. Also key is the route uploading. **Ted Crum**, Professor GPS, was great enough to come out and spearhead the GPX file uploads that he compiled, even

though he was not participating in this year's ROL. Thanks Ted! This year I also released the route sheets using REVER and had a lot of interest and participation there. We will continue working with REVER to expand this route developing and sharing process. The ROL is also heavily dependent on the SAG wagon. This year my lovely wife and new Club member **Mariana Casalia** took on that responsibility and rocked it! For the second year we got a Tall-Boy cargo van with room enough to transport both the cold drinks and all the gear.

Also key this year was the Safety Wagon, run by new member **Bob Stallard**. Bob helped with one fried battery, one shredded tire, and one unride-able bike with front end damage. Thank you Bob, we look forward to you keeping a watchful eye over us next year!

We had some great sponsors this year. **MirrorLok** donated some of their hardware, thank you! **Ozzies BMW** and **RKA** luggage as well. But better yet, they both rode this year's ROL. In fact, Jessee of Ozzies brought his whole shop and a few stragglers! Thanks again guys!

I also want to thank the rest of Board of Directors for their support with this event, from trusting me with Chairing this event, to making sure I have the resources I needed. What is also noteworthy – 6 of the 7 Board of Directors rode this ROL, with Mike Morlin missing it only because he's off riding Rallies in other states.

In closing, I want to thank my lovely wife, who not only helps at the Rally (and all the other Club events) but endures the many, many months of hard work and pre-riding leading up to the ROL. Luckily, I have her support. Thanks Hun!

Nick Gloyd

Editors Corner

Massive thanks this month to my riding partner Fred Montano for contributing the first part of our epic Alaska trip. Thanks also to Mariana Casalia for allowing me to take some of her RoL pictures from Facebook. Big thanks to Nick for organizing a brilliant 2018 RoL, and every month supplying me with copy for the newsletter. The unsolicited "letter to the editor" from Jon

suggests that that the club is on the right track. Given the laughter and noise that continued to the early hours at the RoL I think there are a lot of people having a lot of fun. On a down side, I was shocked when renewing my BMW MOA membership to see a 30% increase in cost. Makes Norcal membership look like the deal of the century.

John Ellis

Discussion Guide – Correct Inconsistencies

- Intent: Eliminate confusing or erroneous discrepancies
- Purpose: Remove conflicts which might generate opposing interpretations
- Pro: Resolve potential disagreements
Simplify definitions
Modernize language
- Con: Changes might not be needed
Caution to not introduce new conflict

Specific Changes:

1. A. Add: or as rescheduled by the Board of Directors

Allows for November meeting in early December to avoid Thanksgiving, and variable March meeting date in Death Valley.

1.C.ii. Add: “BMW MOTORCYCLE” means any two (2) wheel motor vehicle identified as a motorcycle and “Make BMW” on its registration or title certificate, with or without a one (1) wheel sidecar of any brand attached.

“BMW motorcycle” was mentioned sometimes with sidecar, sometimes without, but was not previously defined. Allows for membership with any BMW (i.e. C650 scooter), and clarifies a sidecar on a BMW does not have to be a BMW sidecar.

3.E.ii. Added: except for incoming members who join by attending the '49er Rally

Otherwise they are supposed to be charged an additional \$3.50 dues – which no one ever has been charged or paid.

3.F.ii. Change “45 years” to thirty (30) contiguous years

Continuity is more significant than total of disjointed memberships.

3.I.i. Change “his or her” to “their only”

Allows for a member who owns more than one BMW to retain membership when other than their last BMW is sold or lost.

5.B. Add: In the event there is no valid and qualified candidate for a position, that position shall be carried over to be elected at the next General Members Meeting unless the incumbent Director declines, in which case the position shall be filled according to Article 5, Section H, Paragraph ii.

This situation has occurred but was not previously addressed. Leaving the position open is in conflict with the requirement for Officers.

11.D. Change address: 1500 11th Street, Sacramento, California 95814, or current address if different

Previous address invalid.

Discussion Guide – Emeritus Status

Intent: Recognize appreciation for long term membership and allow for personal difficulty

Purpose: Allow a long term member to retain membership when no longer able to ride
Allow members to remain Club members when physically unable to continue riding

Pro: Establishes favorable appreciation method for people we don't want to lose

Con: Can be seen as favoritism if not applied judiciously

Specific Changes:

3.A. Add: After attaining 30 years of continuous membership in good standing with the Club, annual dues will be waived until death or notification to stop the membership.

The Club will allow a long term member to retain membership when no longer able to ride due to physical impairment. Such resolution by Board of Directors may be permanent as long as the member retains a paid membership.

The language in this section already allows for a one-time exception to the “must arrive on a BMW” requirement by either the Board or the general membership. This addition would essentially provide Emeritus status without creating a separate class of membership (which is not allowed by the Bylaws). The member still has to meet other criteria (i.e. dues, length of membership) to retain membership.

Discussion Guide – Range Of Light Membership

Intent: Allow BMW Riders to gain temporary membership through attending the ROL

Purpose: Reduce non-member income tax liability that might endanger Club non-profit status

Pro: Resolves exposure to possible audit exception
Encourages occasional riders to stay with the Club
Normalizes methods used at both major Club events

Con: Imposes additional accounting responsibility on Treasurer and VP to validate members
May seem to “capture” people who do not want to become members
Does not eliminate tax liability exposure

Specific Changes:

3.C. and 3.D. Changed all references to gaining membership through '49er Rally to: '49er Rally or the Range of Light Gypsy Tour

3.H. Changed reference to the September meeting as the end of time to pay for membership dues to: (September) for current members, or within ninety (90) days after entrance to membership for new members

This covers both ROL “members” and closes a loophole for regular members who join at meetings during the year. NO OTHER CHANGES ARE MADE TO “METHOD OF JOINING” OR THE ROL SECTION
ROL “members” are treated the exact same as 49er “members”

THREE PEAS IN THE ALASKAN POD

This trip all started last year at the MOA Rally in Salt Lake City when they announced the next rally would be held in Des Moines, Iowa. I've ridden through that area before and did not have an urge to return. Where's the adventure? Where's the challenge? Where's the dramatic scenery? Where do I experience a different culture? And can I view another way of life? So where would I ride during the month of July? Looking over my bucket list in my head, I knew I wanted to ride to Alaska's Prudhoe Bay someday. That's it! Alaska... And it is the right time of year to visit the 49th state. Now who can I get to accompany me? My riding buddy Ed would be in Morocco and could not fit the schedule. So I called John my other riding partner. John replied "Well I'll see if I can schedule time", (this is code for I have to check with the wife). Then after Jerry Baker's wife Adele passed, I asked him if he would like to join us on a trip to Alaska. It took Jerry about a second to reply "Yes". Jerry had been to Alaska before but not on the Haul Road (Dalton Highway) to Deadhorse and Prudhoe Bay. When I called John to follow up, he replied that he would accompany me to Alaska and would look forward to the ride. This was good since John and I have ridden many miles together. The three of us cleared the month of July for our adventure. Now I had to set the starting date, route, time, and meeting place. We met a month before leaving in Tracy. We would start on July 1st at McDonalds in Santa Rosa. I forecasted it would take us 10 days to reach Prudhoe Bay. After that we would decide where we wanted to visit. Denali National Park was definitely on the list. We would wing it with campgrounds and places to stay. No reservations were made. We knew you must make ferry reservations months in advance. So that option was out, unless we wanted to take a chance on no shows at the port. That was OK with me since I was looking forward to riding through British Columbia and the Yukon on our way to Alaska.

Sunday July 1st rolled around and I was ready. All packed up with camping gear, clothes for winter weather, and the Africa Twin ready for a long trip. I saw John's headlight from his Yamaha Super Tenere as he headed up the hill to my house right on time, 7AM. His bike looked nicely packed, all shiny, and he was eager to get going. We took off down the hill and onto I-580 toward the Richmond Bridge and San Rafael. The morning was a bit chilly but clear. The bay water was still and I could see the outline of

San Francisco skyline. What a pretty picture to start off our adventure. The traffic was light so we arrived in Santa Rosa before 8AM. We ordered our coffee and before long Jerry arrived on his R1200GS from his home in Pioneer, (this is located by Jackson in the Serra's). Jerry had been riding for a couple hours already. We talked about our trip, the equipment we brought, and the route we wanted to take the first day. We were excited to get going. Our bikes were clean, maintained, and ready to roll. We would head up Highway 101 through the



Oregon coast to Washington. Then we would catch highway 12 to Hwy 3 to Kirkland, where we would take the ferry to Edmonds. Then ride Hwy 5 & 9 to the Canadian border. "Alright - let go!"

We mounted our trusty moto's with excitement and prepared to experience the long ride, beautiful scenery, and looking forward to all the interesting people we would meet. After topping off our gas tanks we headed north to the Oregon border. The sky was clear and the temperature was perfect at eight in the morning. We stopped at a rest stop before reaching Eureka. There we met a man who inquired where we were going. "Oh we are going to Alaska's Prudhoe Bay", we answered with gusto. "I went to Alaska in 1971 on a 1951 Willys Jeep. "I had a great time and a good adventure, I wish I was going with you guys". We talked a while then said our goodbyes. Our bikes zoomed up the 101 and passed the giant redwood trees that were so beautiful and majestic and appeared to wave their branches at us as if to say so long. The beautiful curvy road opened up to show us Humboldt Bay and the town of Eureka. Our bodies felt like we needed nutrition and our bikes needed petrol. So we stopped at (you guessed it) McD's. Great coffee, good WiFi, ok food, quick service, cheap! We gassed up and took off enjoying the curvy and tree lined road to Crescent City and the Oregon border. Before long I saw the sign "Welcome to Oregon". Yea! We were riding in the town of Brookings that was bustling with tourists, traffic, energy; and with the beautiful coastline in the background. We soon left Brookings in the rear view mirror as we rode the highway and viewed the huge rock structures poking out of the Pacific ocean. The waves would roar and jump high in the air as they clashed with the rugged coast line. "Wow this is always a fantastic scene that repeats itself over and over". As we reached the little town of Port Orford it was time to search for a tent location. John noticed a sign pointing to a campground. "OK lets go before it gets to late". About five miles and a few curves we arrived at the spot we would stay for the first night. Whew, they had tent spaces available. As we completed our tent set up, an older gentleman walked over and began to tell us about his Alaska experience together with his wife who had passed. He was a resident at the campground and knew the area. He talked on and on... but gave us a tip about where to eat. "The Norwegian Cafe has the best fish & chips in town". Well, he was right! We had the fish & chips and it was excellent.

John claimed they were the best fish & chips in the USA. As we were waiting for our food we met Mike whose father built the Texaco Gas Station where the Cafe is now located. Mike grew up in Port Orford and lived at the Seaside Motel



just across the street. That was many years ago, he now lives in Eugene and brought his family to visit and reminisce. Mike shared interesting stories about his family and growing up in the area. We were pleased with our wonderful dinner and the people we met and talked with. It was time to return to camp and snuggle into our sleeping bags. The first day was over and I enjoyed every moment. This was a good start to our Alaska adventure.

I woke up at six and peeked out of my tent to see Jerry stumbling around and heading off to the bathroom. The fog and overcast moved in overnight and everything was wet and damp. I folded my equipment up and then my soggy tent. I was packed and almost ready to go but John was still sawing logs. He soon woke up and packed his camping gear and was ready in a jiffy. We were on the road by seven and looking for breakfast. We zoomed up the coast with spectacular views of rocky beaches and the rugged Pacific ocean splashing white foam as the water crashed into the huge rocks along the coastline. The road pitches and turns with a deep cliff on one side and a sheer rock wall on the other side. We entered Coos Bay where the logging industry floats logs down the river to the mills and boats that take them to customers around the world. Ah yes we finally stopped for coffee and breakfast and got going again. The Oregon coast was clear and refreshing to see. There are a lot of bridges crossing rivers as they enter the ocean. It was a windy ride as we passed Tillamook and Astoria and crossed the Columbia river. This was a wonderful sight as we were on the bridge that crosses into Washington. We continued north on small roads past heavy forest and rivers until it was time to find a campground. We searched for one close to the road but it was not available. So we continued north and noticed a sign for camping. After a 10 mile detour we found Lake Isabella and the Jerrold Campground. Whew - I thought we might be out of luck. Instead it was a nice place to camp, take a shower, and cook dinner. Uncle Ben's rice and chicken and stew. Actually not bad.

The sun came out and it was time to hit the road. Yep, six o'clock and John was ready to go. I was the last to pack. The weather was dry and we could see the sky. Our tents were dry and no wet ground to contend with. What a treat! We rode up the Peninsula on Hwy 3 to Kingston where we would catch the ferry to Edmonds. We rode through patches of fog as we got close to Puget Sound. We rode straight to the ferry terminal and waited for about 30 minutes with other motorcycle riders. We met two other riders. One worked for Microsoft in their game programming. Andrew was interesting to talk with about riding and what he did at work. He rode a new R1200GS. The other guy rode a new Suzuki 650 he recently purchased. He was so excited with his bike he rode for 24 hours straight to Yakima and made a loop. He was on his way home. The Ferry docked and cars streamed off in a hurry. Then it was our turn to get on. Our motors were running and all the bikes were ready to go up the planks into the ferry. Vroom, vroom, vroom, we rolled to the front of the boat. Soon all the cars and trucks were on the boat. The boat started as we talked with our new found



friends. The port got smaller as we pulled away into the Sound. The water was calm and we could see the other side of the peninsula. We walked up into the cabin and talked more with Andrew. This was very pleasant and restful. Big windows to look out and see the Sound and other boats as they moved through the water on their daily routine. In about twenty minutes we were in Edmonds and disembarked. We finally stopped for coffee and breakfast then headed off to the Canadian border. We entered Canada at Abbotsford where we did not encounter any problems. They let us into their country with a smile. We took Hwy 1 to Chilliwack where we had to stop at John's favorite restaurant, Tim Hortons. Yummy! Of course we had bakery rolls and coffee. John bought a box of donut holes (he calls them something else - Tim Bits). There was enough for all three of us for a few days. It was good to be in Canada and on our way to Alaska. We reached a town named Clinton. John spotted a campground and pulled in. We set up camp and walked into the rustic dining facility. The owner, cook, and everything; was a real character. A very sarcastic type of fellow that did not converse well. He told John not to leave any leather clothes or boots outside because there is a fox in the area that will take them. O' Yes an educated fox in Clinton B.C.? The food was Ok and we were glad not to get on our bikes and travel to town for dinner. We paid him in US dollars but he did not account for the exchange rate. We just let it go... That was his tip! And I did not leave my boots outside the tent, just in case...

The fourth of July rolled around and we woke up to a nice dry morning. The sky was blue with a bit of wind. We would not experience an independence day celebration in Canada. Although we felt the celebration was riding on beautiful twisty roads with mountains on either side and purple wild flowers lining the highway. What a picture! We stopped at "100 Mile" for breakfast. There was a restaurant made of logs right off the highway. Again we lucked out - this was a real find. Good food (homemade pies), great people, and we gassed up. The scenery was so green with more rivers, streams, trees, mountains and wonderful curvy roads. It was like riding in a travel magazine, ie: AAA Via - "The Canadian Highways". We stopped at three construction sites for a few minutes, then continued enjoying the ride. We arrived at Chetwynd and set up camp at the Westwind campground. It was flat and grassy. What a treat! We celebrated the 4th by eating at a Chinese restaurant. Good food and good service. We toasted to a good day of riding and the 4th of July. It was time to rest our bones after a long day in the saddle.



After a great night rest it was time to hit Tim Horton's in Chetwynd for and good cup of coffee and breakfast. John was happy and eager to get up and go to Horton's. We followed him and enjoyed a good start to our 5th day on the road.



After stuffing ourselves we took off to Dawson Creek. This is where the American and Canadian forces started to build the Alaska Highway as a result of the Japanese threat after Pearl Harbor. It was a short ride to the Information Center in Dawson Creek where the actual building of the highway started in the Spring of 1942. The Information Center was a good place to get the history and learn the story of the effort and purpose for building the ALCAN Highway. This road truly opened up Alaska and Canada for development, commerce, and tourism. We spent time talking with

The morning rolled around and it was so nice to see the reflection of the surrounding mountains in the lake. We broke camp and said goodbye to our camping neighbors that were from Wisconsin. The road was twisty and the sky had dark clouds in the distance. Before long we were riding in the rain. We stopped to put on our rain gear.



Jerry just kept his Aerostich on. It rained most of the way to Whitehorse. Along the way we saw a couple of red foxes, two bears, a pack of mountain goats and a bison. We arrived in Whitehorse in the rain and quickly rode to Robert Service Campground. This is a tent only campground that had all the amenities of shower, laundry, tables, and flat ground for tents. It is located by the Yukon River and very close to town. All this for \$20 CDN. After we set up camp we went into Whitehorse for dinner. Whitehorse is a large town with many restaurants, stores, business', facilities, and two Tim Horton's. We found a good Mexican Restaurant called Sanchez Restaurante where we ate. We talked to a lady from



the docents that were very knowledgeable and kind. We motored to the middle of town where they constructed another monument to the beginning of the ALCAN Highway so the businesses there could reap the benefits of tourism. After a few hours we saddled up and headed toward Fort Nelson. There was beautiful long stretches of road with some curves. It got windy at times but it was clear and dry. "Let's stop for gas at Pink Mountain" John said. Good, I needed a stop for bladder control and a snack and I assumed Jerry felt the same. I think John just liked the name. As we left Pink Mountain the road got twisty and climbed mountains with steep downhill grades. There were clouds and an occasional rainfall. We arrived at a lake that had a campground. It was time to stop for the night so we pulled into Summit Lake campground. The lake was small but very picturesque surrounded by jagged mountains, trees, brush, blue sky, and puffy clouds. We were told that the week before there was a lot of rain, wind, and cold. So we felt lucky to be here and miss that weather. We ate John's mixture of Uncle Ben's Rice and soup that evening and enjoyed the cuisine. We soaked in all the beauty of this remote area in the mountains as we happily fell fast asleep for a well earned rest.



Whitehorse. After we set up camp we went into Whitehorse for dinner. Whitehorse is a large town with many restaurants, stores, business', facilities, and two Tim Horton's. We found a good Mexican Restaurant called Sanchez Restaurante where we ate. We talked to a lady from



Acapulco that had lived in Whitehorse for seventeen years and loved it, even in the winter. We enjoyed the evening and rode past a Paddle Boat on our way back to camp. Back in the day they used River Boats to transport people and cargo up and down the Yukon River; since roads and railroads were nonexistent until after the second world war. The rain stopped in the evening so it was pleasant to bundle up into our tents.

I had a great sleep and noticed that John and Jerry were up and packing their bikes for our ride, on the seventh day of our adventure, to Tok. We headed for Tim Horton's for coffee and breakfast in town. The rain began to pour down as I looked on and enjoyed my hot porridge knowing that we would be riding



in the cold and wet weather. John and I put on our rain suits that kept us dry and somewhat warm.

The scenery was spectacular. Snow capped mountains, low hanging clouds, wildflowers, rivers, lakes, and a curvy road to ride. We encountered a few construction stops and loose gravel but nothing major. We crossed into the USA and rode to Tok. Jerry was acquainted with a campground in Tok named Sourdough Campground. Upon entering Tok we stopped at the Information Center and talked with a man

there that knew the history of the area and the Haul Road (The Dalton Highway). He gave us a few tips and we looked at the historic photographs in the center. Then we climbed on the bikes and traveled to the Sourdough Campground. This was a very nice place to stay. We washed clothes, showered, and had a huge burger with potatoes and rhubarb pie. After dinner the campground had a



musician playing a lot of the old western tunes in a small pavilion. There was a lady from Arizona with her family listening to the show. She was having a good time and making funny comments. She noticed that Jerry had a bottle of wine and came over to our table, her name was Nana. She ended up drinking all of Jerry's wine. At 7:30 pm, there was a pancake toss. Each participant had two tosses to get the pancake into a five gallon bucket. The first toss was for practice. If you put the pancake into the bucket



the second toss you got a free breakfast. Guess what? Jerry and I won a free breakfast. John's throw was way off the mark. Darn! But we

will have a good breakfast in the morning and the pancake toss was a lot of fun. Jerry's lady friend left as soon as the bottle of wine was gone. Just as well. Her husband was getting concerned and her granddaughter told her she was married already. The evening was warm and comfortable and the temperature was perfect for sleeping. Tomorrow we ride to Fairbanks and beyond...

"Alright guys let's rise and go get our free breakfast". "Hey John, I will order the big breakfast and you order two eggs and hash browns". "We'll exchange plates after we are served so you just pay for the small breakfast". This plan didn't work, John was charged for the big breakfast anyway. I did get a free small meal. We could not out smart Stephen (the owner & chef) "rats" - we tried but got egg on our face. Time to pack and get on the road to Fairbanks. The road was clear and the weather was good but not as scenic or interesting as previous days. We reached Fairbanks by two in the afternoon and stopped at a McDonald's (no Tim Horton's, this is Alaska). We cruised through town and

filled our gas tanks then headed out of town on the Dalton Highway toward Deadhorse.



There was a light rain as we left Fairbanks. The road was paved for the first 20 miles but then turned to packed gravel. It started to rain harder as we got further from Fairbanks. The packed gravel was ok but we still had to be very cautious and be aware for the intermittent loose gravel. We stopped at the Yukon Crossing restaurant and gas station; (there is 420 miles from Fairbanks to Deadhorse with only gas at Yukon

Crossing or Coldfoot - the two gas stops are close to each other so you need gas for at least 220 miles). The building looked like shacks put together but the inside was nice and warm. We were tired, hungry, and needed gas so this was a welcomed stop. We ordered food and talked to other travelers that were going to Prudhoe Bay or coming from there. There were two guys from Switzerland on Africa Twin bikes that had just come from Deadhorse. The bikes were covered with mud. They had sent their motorcycles over from Switzerland to Anchorage and rode them to Prudhoe Bay. Their final destination is Ushuaia, Argentina (the end of the South American Continent). They said that so many people at home thought they were crazy for taking such a long and dangerous trip. But now they are here in Alaska and meeting adventurous people that are doing the same trip or even greater.



People are on bikes, old motorcycles, old VW buses, hiking, or going around the globe. It is like being in a community of adventurous people that are traveling,

camping, meeting people from all over the world, and exchanging stories about places to visit and enjoy. The trip seemed to be normal in this environment. We certainly felt the same way. They had purchased their Africa Twin bikes for this trip. I exchanged stories with them and enjoyed talking with them. They were so charged and excited about their journey. John and Jerry had

already filled their gas tanks so it was my turn. We filled our tanks at the pump and took a picture of the amount and cost. Then we went inside and showed the picture to the cashier who took our cash. Quite a labor intensive low tech system, but it works and we were happy to get gas.





We rode a few miles up the road to a BLM campground and set up camp. Not a pretty campsite but the price was right and the ground was level. I wondered if there were any bears, moose, or other animals that might visit us in the night. Good news was that



there were other campers at this site. There was supposed to be water at this camp but we could not locate it. John walked around but could not locate the pump. This

was important because his shampoo bottle top was left open and made a mess, (yours truly did not tighten the top after showering the night before). We set up camp and were soon fast asleep. Tomorrow we will eat at Coldfoot Lodge for breakfast then ride to Deadhorse and Prudhoe Bay.

Fred Montano



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2018 Range of Light Gypsy Tour

So the 2018 Range of Light Gypsy Tour is over. The sub-title coined by Nick Gloyd, who organized this years event, was "Out of the Ashes" referencing the 2017 fire in Napa. Well this route was planned long before the 2018 fires erupted in Mendocino and Shasta, but the route magically seemed to circumvent them all. Not only that but the day after the ride ended the Delta fire broke out just north of Redding which resulted in the I-5 being closed down. This is the route that just about everyone used when traveling home on Labor Day Monday. Maybe a better name for the rally would have been the "Great Escape". We were very lucky.

The Tour started at the Napa Valley Expo, and traveled up through Wine Country to Geyserville then up to Lakeville and riding around Clear Lake with temperatures rising we crossed the Valley to Orville. After getting lost (along with many others) while trying to find the way around Lake Orville we hit CA-70 which took us into our overnight stop at the Quincy fairgrounds. I have stayed at the Quincy Fairgrounds several times when attending Central Cal's Beemer Bash. (14th September this year – don't miss it), so I stopped following instruction on my GPS. Unfortunately another group was using the main site; eventually we were redirected to a smaller site when where the beer was

waiting. For some reason Fred and I missed out on lunch so the lasagna dinner really hit the spot.

Next day, we left early heading north on CA-89 but stopping at Anna's restaurant in Greenville for breakfast and warm up along with many riders. The route then was north to Mineral then east on CA-36 to Bend. We then linked up with the CA-89 again to McCloud where my ride abruptly ended. This was doubly unfortunate since by all accounts the ride included the CA-3 was one of the best roads in the whole tour. The day ended in the fairground in Yreka. After an excellent meal of Tri-Tip and chicken, Nick acted as master of ceremonies, and demonstrated his ability to randomly distribute tee-shirts, hats and bags by throwing them at the assembled mass. Prizing giving this year included really big cash prizes for the winners of the poker run, door prizes included a \$200 gift certificate from RKA luggage, and two new tires from Ozzie's BMW was awarded to the rider who traveled the furthest to the Tour start point.

The 2018 Range of Light was attended by around 200 riders. What was really nice was that most of them made it to the end.



Big thanks to the Sag Wagon drivers





Three lucky Poker Run Winners



Ozzie BMW employee present the token for two tire to the longest traveled



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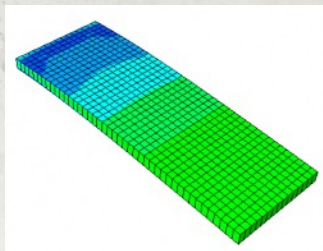


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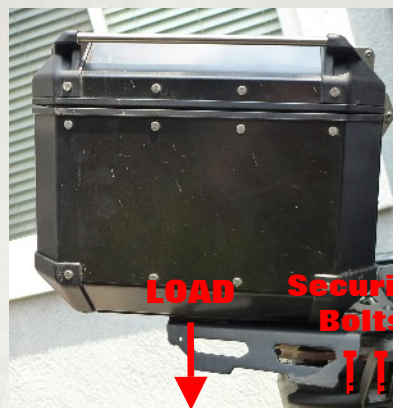
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Think of tuning fork that resonates at a specific constant pitch when set vibrating by striking it against a surface. The same mechanism can lead to Vibration Fatigue



Definition: **Vibration Fatigue** is a specific type of [mechanical fatigue](#) that is caused by the vibration of equipment during operation. Like other forms of fatigue, vibrations can initiate a crack which may lead to propagation of the crack and eventual failure of the equipment.

Click to view animation



This top box mounting is fairly typical. With this load distribution and with securing bolts to the front of the mount, the configuration has the potential to fail under vibration

Bay is self sufficient place, and the people there are experienced in fixing things, so I was able to get the bracket welded up for the return trip. I removed all the weight from the top box and the repair survived all the way back to California.

Lesson learnt - if you are planning an adventure that includes off road, then leave the top box at home and replace it with a soft bag secured by bungees or ROK straps.

When I got home I researched top box mounts but came to the conclusion that the one I was already using from Altrider was the strongest design available.

Interestingly the equivalent GIVI mount had a 10 lb weight limit – the exact weight of the empty GIVI top box

I contracted Altrider and explained how it happened and asked them to sell me just the bracket that had failed. I made it clear that I didn't hold the company responsible for this particular failure. Dylan Krupa of Altrider responded to my request and added *"We're glad to see you're putting these parts to the test!"*

Within a week Altrider sent me a replacement bracket, plus missing bolt and spacer at no cost to me.

The only modification I made to the rear carrier was to drill some extra holes in the top plate to allow me to move the top box forward around 3 inches.

Top Boxes are really useful accessories but think about the potential stresses involved and keep the weight down

Altrider make some excellent high quality products. I have Altrider crash bars on my current bike and they saved it from major damage when I went down on a diesel spill when crossing a metal bridge in British Columbia. The bars are made in a high quality stainless steel and unlike other vendors products the parts actually fit without the need to drill out mounting holes. I am also using a Altrider two level brake pedal.

I am now a big Altrider fan. Their products are well designed, tested for purpose and the company clearly stands behind their products.

In the past five years I have suffered three cases of Vibration Fatigue. In all cases the problems related to after market parts and accessories. The first was when I purchased some Denali lights with brackets to attach to my R1150r front crash bars. Coming home from my first trip I stopped for gas, looked down and saw one light hanging on by its wire. The bracket was U shaped held by a single bolt attached to the crash bars. The hole in the bracket had shattered. I purchased them from Revzilla and they got me a replacement bracket from Denali. I used thick fender washers around the retaining bolt and everything seemed fine until I needed to remove the lights for some maintenance work. The brackets broke into multiple pieces on removal. Back to Revzilla but this time Denali basically implied that it was my fault I was doing something wrong. In the end they came up with two new brackets but said I was on my own after this. This time I made 1/16 inch strengthening plates and had these welded to the bottom of the brackets and weld-filled all unnecessary holes. I mounted the lights as close as possible to the mounting bolt. After this I had no further problems.

The next time I experienced Vibration Fatigue was when I installed Wilbur Shocks on my R1150r. I needed a place to install the remote preload adjuster. With limited room, I decided it would be best to use the frame mounting point of the original shock adjuster. I needed to make a new bracket to support the adjuster. The Wilbur adjuster was heavier and taller than the original. My first bracket was made from one inch aluminum flat stock. I made the mounting foot by bending the stock 90 degrees and drilling a hole for the mounting bolt. It broke the first time out. The next one was in mild steel it lasted a week. The next one was similar to the second but this time I made a support bracket for the 90 degree bend and had it welded in place. This one lasted a month. It broke just above where the support bracket ended. The next and last was made out of one inch angle iron which I machined and shaped to fit the adjuster with the mounting plate welded to the bottom. This one survived. (Check out my handy work on Nick's R1150)

The third Vibration Fatigue case was on this year's trip to Alaska. As usual my GIVI top box was loaded with my camping gear. I have used it in this way for nearly a year without problems. The support bracket for the rear carrier to which the top box is attached failed when riding up the Dalton Highway to Prudhoe Bay in Alaska. The last 150 miles to Prudhoe Bay is pretty much washboard all the way. The constant stresses and the resulting vibration was sufficient to break the mounting plate into three pieces. I was lucky not to lose the top box. Fortunately Prudhoe

John Ellis





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Events

September Member Meeting and Campout - Saddlebag Lake!

29 -30 Sep 2018 meet at *.0am location tbd
Saddelbag Lake Groupsite, Saddlebag Road, Lee Vining CA

Monthly Board of Director Meetings
06 Oct 2018, 10:00 AM 12:00 PM
MotoGuild SF, 849 13Th St. San Francisco

Member Only Clinic - Advanced Riders Class
13 Oct 2018 7:00 AM - 5:00 PM
Location 2Wheel Safety Training - East Bay Location TBD
MUST REGISTER ON LINE – LIMITED PLACES

Oktoberfest Member Meeting and Campout - Liberty Glen Campground - Lake Sonoma
8:00 AM 27-28 Oct 2018
Breakfast spot TBD
MUST REGISTER ON LINE

Pre-registering for events at www.bmwnorcal.org is highly recommended. Avoids the need to sign a waiver at the event.

Anniversaries

September Tim Booth – 15 years

October Thane Beckstrand – 35 years

**November Davis Opheim – 15years
Lee Wolff - 25years**



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