

JULY 2021

# NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

# Presidents Column

Welcome back old and new club members! We had a great time at our annual election meeting in Loyalton. Big thanks to Nick Gloyd for securing a unique site that served us well for the election as well as arranging an outstanding barbeque dinner. We had about 70 people show up for our meeting. I really appreciate all the club members for their confidence in me serving as President for another year and look forward to working with the new Board this year.

As always, any and all feedback is welcome. You can email me at [president@bmwnorcal.org](mailto:president@bmwnorcal.org).

I would like to thank outgoing Board Members, Nick Gloyd and Jeff Zane for their service to the club. I know all the members greatly appreciate your contributions to keep the club going. I know I speak for all the club members in especially recognizing Nick for his past 4 plus years of service as the tour captain. We all benefited from his efforts with spectacular rides and campouts. Our new Tour Captain David Flier has big shoes to fill but I know he is up to the task. Also, welcome Bert Lankins as our new safety director and Jorgen Larsen as our new vice president. We have had our first Board Meeting and already lots of good ideas for the next year coming out of our pandemic enforced shutdown.

A number of members used our Loyalton campout as the jumping off point for the MOA national and the rides to Great Falls did not disappoint. It was fun seeing so many riders on the road. We had about 50 members attend the MOA national and our club tent we shared with the River City Beemer's was party central to connect with old and new friends.

I had quite the excitement on my ride to Great Falls. Mike Murphy and I decided to do a short portion of the Idaho Back Country Discovery Route. It was about 80 miles of forest roads and easier trails through the Boise National Forest. About half way though I hit a small tire rut and lost control and flipped over a few times. While it was a pretty spectacular crash and I had huge bruises and a few cracked ribs, I was still able to ride comfortably and without any pain. And the bike still ran great despite a severely



bent windshield bracket. It could have been much work but thankfully my Helite Air Vest prevented more severe injuries to my neck, shoulder and rib cage. I knew I was going to be OK as I lay on the ground with my foot wedged under the bike and AC/DC started playing in my helmet and I looked to my left and saw the flask of whiskey that fell out of my pannier when it opened in arms reach. My main lesson from this crash was that I was getting tired and riding sloppy after two nights of sleeping less than 5 hours and dehydration. We were 5 miles from our lunch spot. I should have just stopped earlier and taken a rest. I am certain I would have been able to navigate that rut without incident.

The Ride home was also interesting in that Jorgen Larsen and I decided to do an Iron-Butt 1000 home. We left at 5 am. rode for 19 hours and almost 1200 miles to get home shortly before midnight. Even on the highway the ride to Twin Falls was pretty spectacular, while the ride across Nevada was hot. We narrowly avoided a 10 car pile-up on 80 after Donner Pass by just a minute or so. We were able to navigate past the crash site before the highway was shut down for the clean-up. It's not something I would likely do again but good to check off my list.

Our annual renewal process was pretty smooth this year with many of the members taking advantage of our auto renewal process. So far we have had about a 90 percent renewal rate. Also we added about 40 new members from the 49er! If you are owed a new member packet, please contact our Vice President Jorgen Larsen at [vicepresident@bmwnorcal.org](mailto:vicepresident@bmwnorcal.org). I expect our membership to be around 325 after a few pushes for members to pay their dues

Take the time to check out all our event posting on our website. We have a full summer of campouts scheduled as well as our 30th annual Range of Light Gypsy Tour this labor day weekend.

Be Safe

*Kevin Coleman President*

## Editors Corner

This has been an interesting newsletter. It really didn't come together until I received Mike Murphy's article covering his ride from Loyalton to the MOA rally and home. I received it a couple of days after Mike returned home so it's literally hot off the press. The photos accompanying the article are Mike's although I did add some that I took at the MOA.

The photo on the cover is Ed Perry taken by his wife Chia with the Tetons in the background. Ed is demonstrating the autonomous driving capably built into the latest BMWs

I would like to thank Buddy and Mini for contributing pictures from the Loyalton election camp out and Jorgen Larson for documenting another very successful Tech Day.

I wrote an article describing the trials and tribulations of fixing the clutch on my bike. I created what I thought was a brilliant pun for the title. When I told my wife she fell about laughing. I was a little worried it might be offensive to some people, but then I found out unless you have been born in England you simply won't understand the subtlety. That being the case I didn't change it.

Looking at the upcoming events we are in for a very busy two months. People are riding and doing stuff again. Just remember your poor newsletter editor and send a little content his way.

*John Ellis*

# THE 2021 RANGE OF LIGHT GYPSY TOUR!

It's time again for the BMW NorCal Range of Light Gypsy Tour. This is a riding rally, a two-day event conceived for true riding fans, by true riding fans. Riders will be treated to exceptional road and optional GS routes, showcasing some of the best riding and scenery in the West. And be sure to bring fresh tires as you can expect around 300 miles each day. Our destinations? You won't know until the day before. This is a closely guarded secret - all we can tell you is the start point.

2021 marks the 30th anniversary of the ROL! The rally we know today had its beginnings in 1991 when a group of BMW NorCal visionaries organized this event to ride, camp, and celebrate some of the best riding of the Sierra Nevada - the "Range of Light". And while these days we technically stray out of the Range of Light, we still stay true to the original intent of the first ROL Rallies.

Today riders can look forward to:

- Two days of some of the best riding in the State, destinations unknown.
- 3 nights grassy camping.
- Hot showers and catered dinners Saturday and Sunday Nights.
- Cold drinks.
- Poker Run with cash prizes!
- Fun door prizes and sponsor swag.
- Sag wagon to haul your gear (soft luggage only).
- Rescue wagon in case there's a problem.
- Printed route booklets, shared Rever route files/downloadable .gpx files.
- Rally Shirts, pins, and stickers.
- Great Camaraderie.

This year we start at Orland at the Glen County Fairgrounds Orland (221 E Yolo St, Orland, CA 95963) ideally situated near downtown for great Friday night dinner options and Saturday morning breakfast. Check-in and gate registrations open at 3:00 P.M.

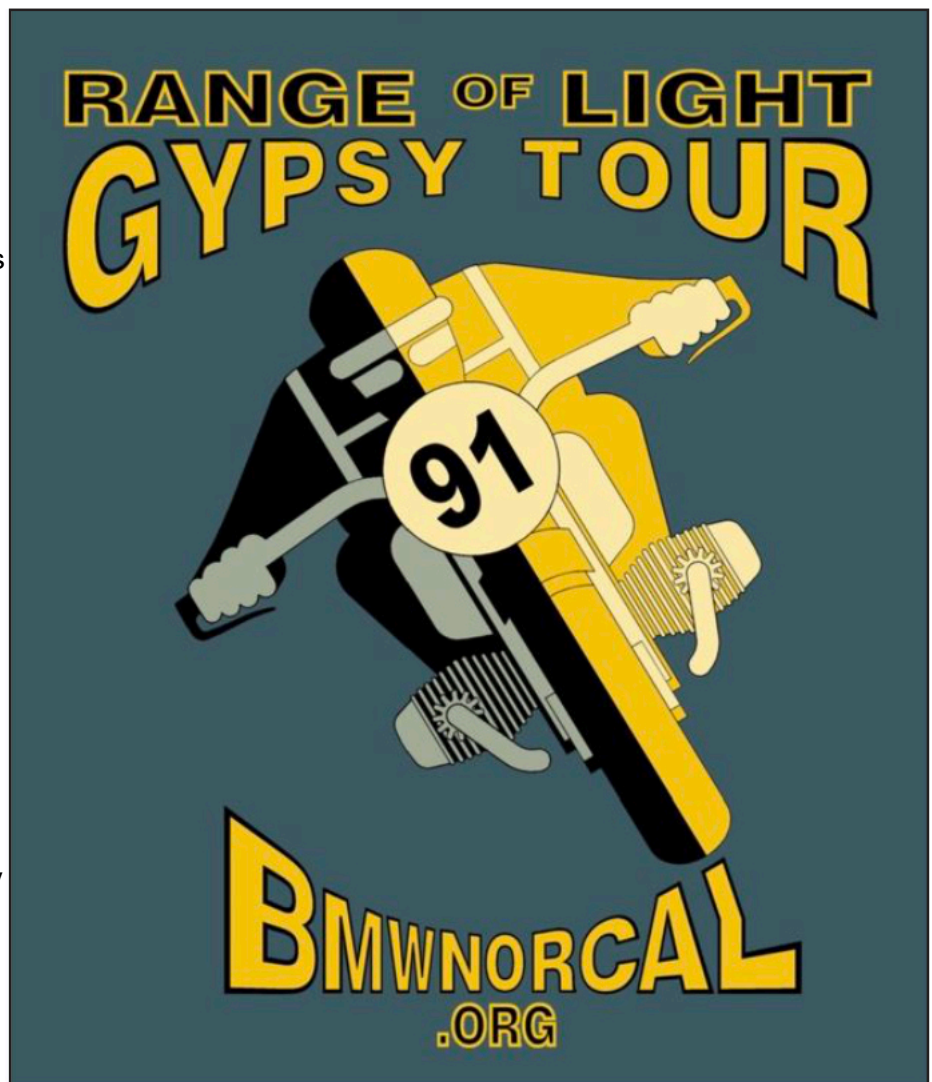
And as with all BMW NorCal events, riders of all brands of motorcycles are welcome to ride in the ROL, as long as the bikes are street legal, in sound working order, registered and insured. And remember, BMW motorcycle owners are eligible for Club membership with their registration! Click on the link at registration for more details or contact us.

While we are expecting a Covid restriction free ROL, we will have to abide by any state or local ordinances, if any are in place. Register at [bwmnorcal.org](http://bwmnorcal.org).

Early Bird Registration – \$90.00

General Pre-Registration – \$110.00

Starts 3PM 3rd September - Ends 10am 6th September



**RANGE OF LIGHT  
GYPSY TOUR**

**BMW NORCAL  
.ORG**

**A RIDING RALLY**  
**LABOR DAY WEEKEND SINCE 1991**  
**BRING FRESH TIRES**

# Ride Report – Loyalton to Great Falls

They say it's about the journey, not the destination. That was certainly true for the Club's most recent outing, which started with our Annual General Meeting at Loyalton and progressed to the MOA National Rally in Great Falls, Montana. Having never been to the northern states, I took two weeks to explore the country in Idaho and Montana. Along the way I rode with new and old friends and found some of the most beautiful scenery that this country has to offer.

To start, I met new Club member Jag Patel at a coffee shop in Livermore. This was Jag's first Club campout. We tried for an early start to beat the heat, but we still saw 100+ temperatures in the Central Valley. We took hwy 88 to Kirkwood and enjoyed relatively cool temperatures before plunging back into the heat at Carson City. We arrived at Loyalton to an empty campground. The night was clear and warm, which was a blessing because I forgot to bring my sleeping bag. Next day riders streamed in for the campout, including Greg Hutchinson with my sleeping bag. Thanks Greg!

The Annual Meeting saw the election of two new Board members: Dave Flihr is our new Tour Captain and Bert Lankins is our new Safety Director. Jorgen Larsen moved into the Vice President position. Kevin Coleman thanked outgoing Board members Jeff Zane and Nick Gloyd for their hard work. As soon as the meeting ended I loaded my gear and hit the road for Winnemucca. This was the first stage of my trip to Great Falls. The plan was to rendezvous with Kevin Coleman the next morning somewhere near the Oregon border. I figured I would need a head start because I can't keep up with Kevin's freeway speeds on my airhead GS. Despite having at least an hour's head start the next day, I was shocked to check his online tracking app to see he was only a few miles behind and closing fast. I will not disclose his reported ground speed except to say that it was not legal. This man knows how to roll.

After grouping up and chatting with other Club members at a roadside café, we targeted a camp ground in the hills above Boise, Idaho. We arrived late in the day and settled in for a relaxed evening under the stars.

Next day we decided to ride a portion of the Idaho Backcountry Discovery Route (BDR) following the Sawtooth mountains from Logan to Yellow Pine. The route is not technically challenging but demanded focus to keep our heavily loaded bikes rolling through first and second gear corners.

Eventually we reached a river crossing that has a reputation for swallowing BMWs. I crossed first and was doing great until my

engine cut out mid-stream. Suddenly the knee-deep water became a raging torrent – the kind that sweeps away entire wagon trains. Together Kevin and I muscled the bike out of the water. It took over an hour to get the engine running again (plugs, carbs, patience). Kevin's bike also came to a stop against a boulder mid-stream. Luckily for us adventure rider Devon Pelkie from Washington came by just as Kevin made his



attempt. Without a third set of hands the extraction would have been very difficult. As we stood in our puddling boots a fourth rider joined us – this time Chad Warner, a former marine who is attempting to ride all 10 BDRs in succession. After leaving us, Chad pressed through several sections of the route that were still "closed" due to snow and downed trees. In one section he cut dozens of trees from the trail. These chance encounters on the trail are part of the magic of back country riding.

Unfortunately our BDR adventures were not over. Further down the track Kevin's 600lb "dirt bike" did a belly flop and squashed him like a Mormon cricket. By the time I got back to him he had dug himself out from where he was pinned, picked up his machine, triaged his condition and declared himself "really sore but nothing broken". We made our way to McCall and paid for a nice hotel because, well, it's cheaper than the emergency room. Overnight Kevin's abdomen and legs turned various shades of purple. Kevin gently suggested that he should find a hospital. Relying on google research I assured him that as long as he wasn't peeing or pooping blood he should be OK. He soldiered on for several days and another 600 miles (Lolo Pass, Missoula, White Fish, Glacier National Park) until we arrived at Great Falls. There he was diagnosed with two broken ribs. Important life lesson: Google is not the best source of medical advice.

So, after 7 days of riding I was finally at the MOA National Rally. More than 50 NorCal Club riders attended the event and many camped in our assigned camping area. The Club rented a large marquee tent which we shared with the River City Beemers club. This proved to be a great focal point for socializing. On Friday evening we organized a meet-and-greet with riders from the Colorado BMW club and several other people that we met on our journey. As a bonus, our tent was close to the music stage so we enjoyed some of the best live music I have heard in years. The highlight was Samantha Fish's blues/rock show. She kept the crowd on its toes for two hours.

As an airhead rider I felt obliged to pay my respects at the Airhead Central compound. Walking into their tent, the first words I heard were: "...he's running 50 weight oil. I told him "that's the wrong oil for that engine"...". Several bikes in various stages of disassembly were being tended by bearded gentlemen. I brought my bike hoping for help to solve an electrical problem caused by our failed river crossing. Once again Greg Hutchinson came to the rescue; he traced the problem and had it fixed in just a few minutes. I bought an "Airheads Rule" baseball cap in appreciation.

Continues on page 6....



# Pictures from 2021 Great Falls MOA Rally

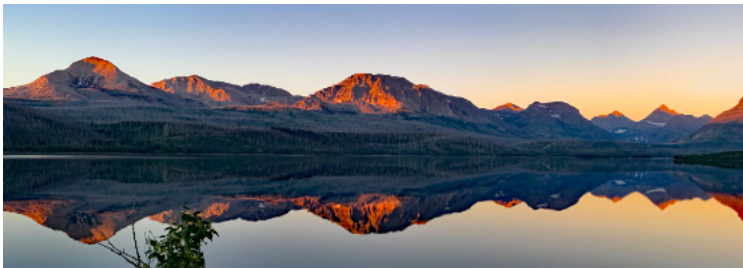


What else can I say about the Rally? Well, they had a pavilion full of vendors. I played my part and paid honest money for a farkle that I already have and don't need. Ted Crum and I toured the Lewis and Clark Museum. It's a must-see if you are in the area. The entertainment was top notch. There were presentations, seminars, skills courses. But the true value of such events is that they bring you to places you have never been with the chance to hang out with cool people. I learned that our Club has two ukulele-toting members: John Notch honed his skills as a youth in Hawaii. Laura M took up the instrument to pass the time at her son's football practice. Campouts are better with a ukulele soundtrack.

Eventually it was time to turn for home. Despite his broken ribs Kevin was determined to attempt an iron-butt with Jorgen Larsen. They made it home in one push of over 1200 miles in 20 hours.

I took a more relaxed route, teaming up with Manny Rubio and Jeff Beasley. Jeff is a California expat now living in Boise.

We rode north to Glacier National Park. Upon arrival at our campsite we explored Many Glacier road. Manny and I were so tired that we stopped at a picnic ground, lay on a shady



piece of ground and went to sleep. Some time later Manny woke me – “hey Murph you need to get up NOW”. I sat up to see a bear looking at me only 50 feet away. Behind me a gaggle of tourists were watching intently, phones poised ready to record. By my reckoning this bear was big. I did not want to become an internet sensation so I got my ass out of there.

After that we rode a short distance to the Canadian border, snapped a pic at the “Leaving USA” sign (tempting), and returned to our camp ground in St Mary. There we met Izzy, our blind campground host. She sniffs her way around the campsite checking in on campers and making sure everyone plays by her rules. Only occasionally does she bump into parked cars. What a sweetie!

Glacier NP is a long way north. At 10 pm it was still light enough to read a book. We rose at 4.30 am and were on the road by 5.30 to ride the “Going to the Sun Road”. The road's reputation as one of the most beautiful drives in North America is spot on. Lakes, rivers, mountains... it's all there. We made breakfast and coffee at Logan Pass then continued on through the park before turning south towards Missoula.

We camped that night next to the Salmon River. Manny (a foodie) taught me (a caveman) how to make salad. Jeff (the wise one) stayed back until we sampled the food without adverse effect. A refreshing swim in the river was the perfect end to a very hot day.

The next day we rode to Boise to drop Jeff at his home. My rear tire was toast so we stayed over for a day to find a replacement. While we were there I fixed a problem with my airhead: at highway speeds the windscreen creates uncomfortable buffeting. This is very tiring on long trips. Jeff's wife was away in Tennessee buying a dog so we raided her Tupperware collection. Using scissors and duct tape I added side wings to the windscreen. I call them “TupperWings”. They were very effective and they survived the remaining journey of over 800 miles. The only problem was that we had to clear out before Jeff's wife got home.



By the end of the trip, I covered over 4,500 miles in 2 weeks across 5 western states. I bought a farkle and learned to make salad. The scenery was amazing. But I will always treasure memories of the time I spent with Jag, Kevin, Manny, Jeff and the rally goers. I am looking forward to the next one.

*Mike Murphy*

# Tech Day at Moto Guild 06-05-21

Earlier this month, we had a very successful BmwNorcal Tech Day at Moto Guild with a large turnout. With Covid restrictions preventing us from having events like these throughout the past year, it was great that we were able to finally get together to work on our bikes in good timing, too, for the MOA Rally in Great Falls, Montana.

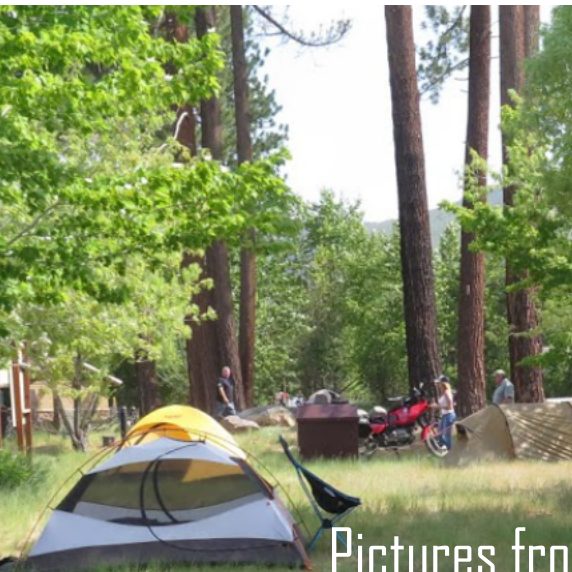
During Tech Day, club members were able to prepare their bikes using Moto Guild's space and lifts. In return, club members were encouraged to support Moto Guild by purchasing necessary supplies from them at market prices. Members were able to change tires, check driveshafts, bleed brakes, change oil, replace brake components, and much more. We even had one person complete a 12K miles service and the money saved doing this at Tech Day was incredible! It

has been great to have such a strong partnership with Moto Guild!

Typically, Tech Days are meant to be a 'do it yourself' event, where the Club arranges the space and tools for you to give your bike a refresh. However, we should give a big thanks to the many volunteers, including Mini, Buddy, Russ, Ted, John, Kevin, Bert, and many others, who showed up to lend a hand where they could.

The Tech Day is Free for club members, and this is just one of the many benefits you get when joining the club. We hope to see all of you next time!

*Jorgen Larsen*  
*Tech Safety Director*



Pictures from Loyalton Camp Out



# Fighting Global Warming

Leaving the MOA rally in Grand Falls Montana, I knew we were in for a hot one. Weather forecasts predicted a heat bubble centered in the Pacific northwest that actually resulted in 114 degrees in Seattle WA. Going home on a direct route I wasn't headed there but though Montana, Idaho and Nevada the temperature was likely to be over 100 degrees.

Ed Perry, a riding companion, is a big believer in LDComfort riding underwear. Ed used this gear for his South American ride with Fred Montano and claimed he could ride them for three consecutive days with no adverse smells. Maybe a bit more information than I needed to know, and I am not really aware of the sensitivity of Ed's sensory perceptions. Anyway, LDComfort had a booth at the rally and were selling their stuff at a discount. With the heat advisory in the back of my mind I invested \$117 in a long-sleeved top and riding shorts.

For the ride home, the only criteria I fed into my TomTom was that a ride through the Lola Pass be included. After putting this in I was pleased to see that the total distance ridden dropped to 1150 miles. I did not look at the actual route the GPS plotted but assumed I would be following the roads through Idaho that I was familiar with. Big mistake

In an attempt to minimize the time spent in the heat I set the alarm for 5.0am and was on the road by 6.0am. I stopped in Missoula for a big breakfast with pancakes at McDonald's. (Saves time and makes sure you feel like you never want to eat anything again - ever).

The Lola Pass must be one of the greatest motorcycling roads in the world. The warning sign that says curves for the next 99 miles says it all. Montana places a very reasonable 65 mph speed limit, but Idaho imposes 50 mph. Fortunately on this Sunday morning I spotted only one cop who had stopped someone in a small town midway along. A perfect ride.

From Hwy 12 TomTom directed me to Hwy 13 which was a pleasant ride and



LDComfort shorts and top

avoided Lewiston which for some reason I really hate (just brings back memories of excessive heat and millions of traffic lights). From Hwy 13 I connected with Hwy 95 which I was not to leave for the next 430 miles. Now I have ridden the Northern bits of this road before but not the part that goes south-west through Oregon. After 450 miles in the saddle, I started looking around for a place to stay the night and there was absolutely nothing. I badly needed a bed and a shower. In the end I had to ride all the way to Winnemucca. 760 miles and 14 hours in the saddle. My longest ride ever.

So why the title? Well the temperatures were above 100 degrees or very close for 8 hours of the ride. I really do not do heat well. So how did I cope? Here is the stuff I was using

1. The LDComfort underwear mentioned above
2. Sedici Cooling Vest from Cycle Gear. I soaked it in water before setting out and carried it in a 1-gallon freezer bag. It lasts about 2 hours, but I recharged it at frequent gas station stops.
3. KKmoon Motorcycle Cool Seat Cover. Available at Amazon for \$16.99. I wrote this up in an article in Novemebr 2020 newsletter. This thing definitely works and does allow air to flow under your butt. At the MOA rally Seat Concepts had a custom cover using the same air flow material. If you are interest go to their site and see if they have one for your model ([Seatconcept.com](http://Seatconcept.com))



Sedici Cooling Vest

Sitting on a motorcycle for hours gave me plenty of time to investigate other helpful cooling actions. I found if I rested my hand on the side bags with the back facing into the air stream a cooling effect could be felt, even though the light summer gloves. I could also open my Arai visor 1/8 inch or so to massively increased airflow to my head.

I stopped at gas stations every 60-80 miles to fill up, leg stretch and also take on water. Even so, I think I was dehydrated by the end of the trip but not seriously so.

Overall, I was pretty astonished how well I felt over the last 150 miles. I was still thinking clearly and my head did not feel like it was going to pop. Maybe if the traffic had been slow things would have been different, but whatever I was doing or was wearing seemed to work.



KKmoon Motorcycle Cool Seat Cover.

*John Ellis*



# AHRMA Classic MotoFest® of Monterey

Last month I included a link to an article describing Dave Kaechele, a former Norcal member exploits with a vintage BMW side car outfit. Although I had no way of contacting Dave prior to publishing the section, Dave subsequently contacted me to express his gratitude. He also mentioned that he will be in action July 16-18 at Laguna Seca at the American Historic Racing Motorcycle Association (AHRMA) Classic MotoFests.



The event events celebrate vintage motorcycle on and off-road competition by bringing multiple disciplines together at one venue. In addition to the competition, entertainment options, such as expansive swap meets, bike shows, cycle corrals, live music and other family friendly opportunities will be a part of these MotoFests.

Dave says "there will be 3 or 4 BMW powered outfits there and some solo twins racing that weekend. Come and cheer on your favorite brand and see the others that are racing"



**July 16-18  
Laguna Seca**



## WUNDERLICH TOP RACKS

Having seen the mountainous plies of luggage on the back of bikes at Norcal Campouts, here is something that will interest members who ride K1600 and post 2014 R1200RT.

These top racks will allow K1600 and r1200RT members to emulate their GS brethren who tie tents and soft bags to the top of their aluminum side bags.

They mount onto the original brackets for the Vario cases easily and securely, and with no need to drill the cases. The luggage can then be lashed securely thanks to their tubular structure. Wunderlich claims there is no impact on the use of the cases even will luggage strapped to the racks

Not only useful, when not been used they look pretty as well.

The racks are available in: Chrome, Silver or Black



# The Bleedin' Clutch - A Short Technical Note

Both my wife and I were brought up with the technicalities of clutch and brake bleeding. As kids our job was to sit in the car while our Dads shouted instructions as when to press the pedal and when to release it.

Release the nipple, press the brake/pull the lever, close the nipple, release the brake/lever.

At the 49er, after being parked outside for 3 days my clutch would not work. Vigorous pumping of the lever enabled the pressure to retire sufficiently to allow me to make it home. The 3 hour ride home was sufficient for me to diagnose the cause of the problem. No fluid was visible so the problem most likely was in the clutch slave cylinder. Got home, went online and ordered a slave cylinder (non rebuild-able on my bike) as well as a kit to rebuild the clutch master.

I needed the parts quickly so that I would be ready to leave for the MOA in Montana. Got an email a couple of days later informing me the rebuild kit was in stock but the slave was back ordered until a new batch was made by the factory. Panic. I managed to find a second hand part on eBay, which was fortunately located in California. The part arrived a couple of days later.

Fortunately the slave cylinder on my bike is easily accessible and held by three bolts. Probably took an hour or so to replace the slave. I had read in the workshop manual that the master cylinder rarely gives any trouble and best not to disturb.

So then I started the tedious process of refilling the clutch fluid.

Release the nipple, pull the lever, lighten the nipple, release the lever etc etc etc and look for air bubbles in the plastic pipe.

After about 2 hours of this there was still no pressure felt at the lever. I was starting to panic a bit, maybe the second hand slave was no good, maybe the seals in the master cylinder need to be replaced.

Went inside and had a drink. Pulled out the workshop manual and looked for clues.

The manual suggested pulling the lever in several times, with the nipple closed. I tried this and looking in the master cylinder I noticed air bubbles being released. I kept on going until bubbles stopped and feel returned to the clutch. (If you do this with the master cylinder open make sure all paint work within a couple of feet of the cylinder are well protected against fluid splashes)

Then I did - release the nipple, pull the lever, lighten the nipple, release the lever sequence and this showed no air bubbles.

So what did I learn. Motorcycle master cylinders can trap air pockets, which can impact both brake and clutch performance. You need to get all the air out of the master cylinder before messing about with the nipple on the slave.

I took the bike for a test drive and was pleasantly surprised how much the gear change had improved. The crunch into first at standstill had almost gone. To be honest I think the gear change is better than it has ever been even when new.

Most new BMW (with the exception of the RnineT series) use wet clutches. Wet clutches are notorious for being sticky. If

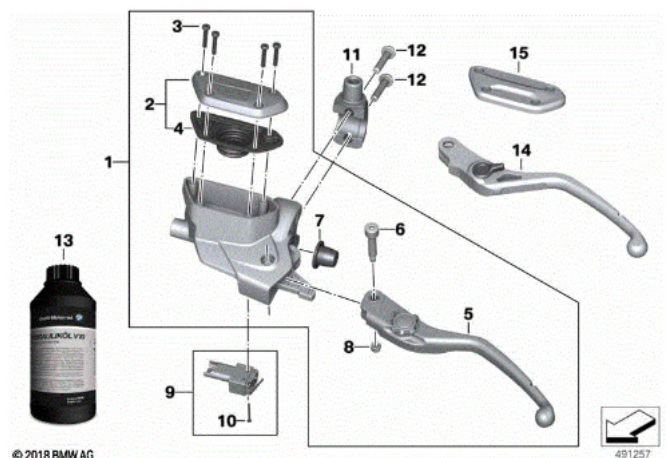
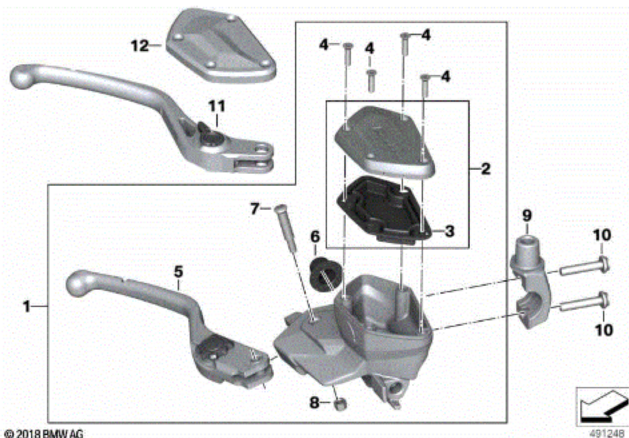
you suffer from the dreaded 1<sup>st</sup> Gear crunch, maybe its The Bleedin' Clutch that deserves the blame.

*John Ellis*

**Technical Tip**

Sometimes if clutch or brake feels spongy it can be corrected without dismantling anything. To get air out of the brake master, turn the steering all the way to the left (brake lever high in the air) and pull the brake lever gently several times to the point of resistance. For the clutch turn to the right and do the same

If the problem is air in the master cylinder then the lever should firm up





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\*Board Member

## EVENTS

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

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

28-29 Aug 2021 Campout at Spanish Creek Campground-Quincy. Club ride will start from the Black Bear Diner in Oakley

03 Sep 2021 3:00 pm, to 06 Sep. 2021 Range of Light Gypsy Tour. Starts at Glenn County Fair in Orland (221 E Yolo St, Orland, CA 95963)

## Anniversaries

<b>July</b>	<b>Jay Martin</b>	<b>5</b>
	<b>Dan Mulholland</b>	<b>5</b>
	<b>Lizabeth Workman</b>	<b>5</b>
<b>August</b>	<b>Michael Aday</b>	<b>5</b>
	<b>Richard George</b>	<b>5</b>
	<b>Nick Gloyd</b>	<b>5</b>
	<b>Dan Gragert</b>	<b>45</b>
<b>September</b>	<b>Don Wilson</b>	<b>10</b>
	<b>Todd Kennedy</b>	<b>5</b>
	<b>Bill Lopaz</b>	<b>10</b>
	<b>Pierre Louie</b>	<b>10</b>
	<b>Bob Pelikan</b>	<b>35</b>
	<b>James Stoney</b>	<b>5</b>
	<b>Steve Weaver</b>	<b>10</b>
<b>Rick Webb</b>	<b>35</b>	
<b>Ralph Wholey</b>	<b>15</b>	

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