

AUGUST 2021

# NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA



# Presidents Column

Our first campout after the election was a smoking success! Although there were some warnings of increasing smoke due to the fires in Northern California, French Meadow's reservoir was spared the worst of it and we enjoyed a great ride and campout. We had lots of new members and first timers as well. We had one small get off when a rider missed a turn and ended up hitting a tree after riding up a small hill. Luckily, only the bike was damaged with a cracked radiator that unfortunately ended his ride. This is a good reminder that maintaining attention on the road is so important. We had a huge response to our event posting and had to close down the registration as we were significantly over capacity for the group campsite. While most campgrounds are pretty accommodating it would be a nightmare situation if the host wanted to create a stir given the lack of camping sites available. We have been focused on increasing the group site capacity by booking the larger sites or multiple group sites when available to try and accommodate more members but that's not always an option. Going forward we are going allow people to update their registration if your plans change. Also, its really important to sign up. Every month we have a number of campers show up without signing up and this can also cause a capacity issue.

Our reservation at Spanish Creek for the August campground was unfortunately canceled due to the Dixie Fire. Luckily, we were able to secure a large area at Uncle Tom's Cabin east of Georgetown. With a really fun bar serving ice cold beer and a scenic meadow to camp in, I am sure it will be a great time. We also have arranged to roast a pig for dinner! Stay tuned for a few more details.

The fire season is already proving to be challenging for California and may have some last-minute impacts on our monthly campouts. Group campsites are at a huge premium these days and its next to impossible to find public sites at the last minute. The Board will be looking at this challenge in upcoming meetings.

Our Range of Light Gypsy Tour planning is well underway and sure to be an outstanding event this year. I have my figures crossed that the heat is manageable and there are no impacts from the fires. Be sure and check out the registration page and pre-register so we can plan for the expected turn-out.

*Stay Safe*

*Kevin Coleman President*

## CHARTER MEMBER UPDATES

Carol Huntzinger has recovered from her hip replacement. She is now walking mostly without a cane. She needs a little more exercise before getting back on the BMW.

Alan Huntzinger stopped at the bottom of a driveway ramp, where his short legs would not reach the ground. He tipped over and tore a tendon in his shoulder. He is riding, but favors that arm. BMW was undamaged.

Chris Weld, not to be outdone, tried to take out a JEEP which was passing a bicyclist on a blind curve on one lane Old La Honda Road. Chris cracked many ribs, broke his wrist and two fingers. After been initially released from emergency, two days later he was back in the hospital to have his spleen removed. (got to love Kaiser) After two weeks in hospital he is due to be released on 1<sup>st</sup> August. He will be several months recuperating. His GS is a write off. He only got ice chips to eat for over a week. He asked for some Bourbon to go with the ice.

Alan Huntzinger

## Editors Corner

It got to the 23<sup>rd</sup> of July and I realized with only a week to go before the newsletter was to be published I was in serious trouble. So many blank pages to fill. Then a miracle happened. Delf Hedde sent me the tale of his trip to his first MOA rally accompanied by many great pictures, one of which graces the front cover. Delf tells a good story and as a bonus all his pictures were titled.

Big thanks also go to Chris Weld for providing details of his ride to Grand Falls. Because I was unfamiliar with the place names I plotted his route on Google Maps and included it to aid other similarly ignorant readers. It also took me some time to figure out what SMBC stood for. Silly me.

No Editors' Corner would be complete without my pathetic pleading for content. This month is no different. Delf saved me this month. The question is who is going to do it next month?

*John Ellis*

Ed Perry originally purchased this tent to take with him on his South American trip with Fred Montano. He never used it on the trip but brought it along to the July camp out. The tent is a single person tent but is freestanding with an entrance big enough for an old man like me to manage. The real trick part is how small it packs. Originally designed for cyclist it also works great for a



motorcyclist who are looking to save weight and space. The small size is made possible with poles that fold down to 12 inches long. It weighs 2 lbs 14 ozs. and is made by Big Agnes. Ed's tent is called "Copper 2 Bikepack" which has been replaced by other very similar tents. Check out the Big Agnes web site

# 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:

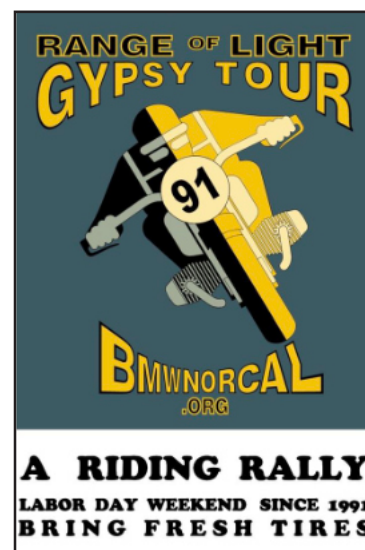
- Two days of some of the best riding in the State, destinations unknown.
- 3 nights grassy camping.
- Hot showers and catered dinners Saturday and Sunday Nights.
- Cold drinks.
- Poker Run with cash prizes!
- Fun door prizes and sponsor swag.
- Sag wagon to haul your gear (soft luggage only).
- Rescue 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 3:00pm.

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 [bwmnocal.org](http://bwmnocal.org)

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



## Do as I say, Not as I do

was one of my father's favorite idioms.

As newsletter editor I regularly fill the blank spaces with my pontifications about to how to fix and maintain your bike. Perhaps I should be more focused on providing examples of what not to do. I am seriously embarrassed by my latest faux pas.

Riding to the MOA Pally in Montana, I noticed my bike was becoming seriously difficult to start when hot. If it was hot and then left in the sun it became doubly difficult, and it was definitely getting worse.

There was not much to be done when on the trip, but all the time I was riding I was trying to figure out what could be wrong. My best theory was that the excessive heat was causing some sort of fuel lock, but really had no idea what was causing it.

There is one rule of motorcycle troubleshooting that I follow religiously. That is, when you are absolutely 100% sure that there is a fueling problem then the real cause is electrics. Conversely when you are 100% sure that you have an ignition problem then the problem is in the fuel delivery.

Since I was convinced I had a fuel lock problem then the first thing to do was to change the spark plugs. It was about 10,000

miles since they were last changed and they don't seem to wear so I was sure they were not the problem. Changing spark plugs on modern parallel twins is a real pain. Water cooling with in-head coils and little space to work makes life difficult. Socket extensions, universal joints and ¼ inch dives are the order of the day.

I changed the first two plugs with the usual difficulties and skinned knuckles. As I suspected the plugs had not worn and the gap was as originally set. I put the socket on the third one and it was not tight. OK problem solved.

The question going through my mind was how could I have possibly made such a mistake. I can only think that I must have suffered from a brain fart. I am not sure there is any lesson to be learnt here, except if you have starting difficulties when the bike is hot then check the spark plugs first.

All spark plugs have compression washers. These washers are not like the aluminum washers on oil drain plugs. These suckers do actually compress, and when tightening a plug it takes about half a turn before they are fully compressed. They don't spring back when you loosen the plug so are only really good for one time use.



# Riding, Camping - and visiting the MOA Rally in Montana

During the March Campout in Death Valley, Manny Rubio asked me if I was planning to attend the MOA Rally in Great Falls. My answer was pretty quick: "Why the heck would I want to slab it for 3000 miles and burn through a rear tire, just to camp with a huge crowd in the middle of a city?" His reply was similar quick: "Dude, you got it all wrong. It's not about the destination. It's about an excuse to ride through some beautiful country!" Manny was right!

By the time we met again at SongDog in April, I had changed my mind. The idea of exploring Idaho, Montana and Wyoming on the way to and from Great Falls sounded really appealing. And if I could experience my first BMW National Rally on the way – even better.

Our initial plan included some parts of the Idaho BDR, but realizing that we were early in the season, on heavily loaded bikes and with an ambitious schedule, made us stick mostly to pavement. And there are definitely some beautiful, paved roads in those states. Using Butler maps, the internet and some guidebooks, we sampled some truly amazing roads and campsites. Anyone planning a similar trip in the future might find some inspiration in this trip report.



Manny and I decided to ease slowly into the ride and camp lifestyle, so we started the trip on Friday, June 18 at noon with a short ride up Hwy 88 to the Crystal Springs Campsite. While most campsites in the Sierra and around Lake Tahoe now require reservations and are booked out for months in advance, this conveniently located little camp is still "first come, first serve" and had plenty of open sites at 4pm on a Friday afternoon. Firewood was available from the camp host, so we were able to celebrate the beginning of the trip with a nice campfire, the first barbeque prepared meal, and a couple of cold beers.

On Saturday, we enjoyed a nice breakfast at an Australian run Coffeeshop in Gardnerville and had a great ride from Virginia City to Reno, making our way to the June campout and Election Meeting in Loyalton.

Sunday morning at 6 am, Manny, Kevin and I started the "real trip" with a 20-mile ride down some dirt roads, through the Sardine and Hoke Valley and along the Stampede and Boca reservoirs to the I-80. This was a real fun and beautiful ride – I definitely have to come back and give this area some more attention. Kevin and Manny were riding at their usual pace, so even while pretty much ignoring the views and fully concentrating on my riding – I could not keep up with them...

Once we hit I-80, the long ride on the slab began... We "lost" Kevin in Lovelock over some confusion about gas stops. We caught up with Greg Hutchinson in Winnemucca, where he followed us when we missed the exit to US 95. We played cat and mouse for the next couple of hundred miles: Whenever we stopped for gas or refreshments, we saw Greg ride by, only to overtake him again a while later. At Rome Station in Oregon, Greg, Kevin, Mike Murphy, Manny and I coincidentally stopped at the same time for a break and some excellent pie. The day ended in Boise at the home of Jeff Beezley, who would join Manny and me for the next leg of the trip. The great home cooked meal, hot shower and soft bed were extremely welcome.

After fighting our way through the Monday morning traffic in Boise, we were on our way to the first G1 roads in Idaho: The Ponderosa Pine Scenic Byway (ID 21) and the Banks-Lowman Rd (FR24). Even in close proximity to Boise, these roads are absolutely beautiful, following the river through narrow canyons and green forests. Between Lowman and Banks, the road



follows the South Fork of the Payette River and offers stunning vistas. Following FR 24 we entered the Wildlife Canyon Scenic Byway through the Garden Valley.

Even though Hwy 55 is a major road, between Boise and Cascade, it is beautiful and a fun ride.

After passing through the tourist town of McCall we started on US 95. Another major, but extremely fun road following the Little Salmon River. For those that like narrow, twisty roads with lots of elevation changes, I recommend following the "old 95" via Whitebird Grade Road and Whitebird Hill Road.

Provisions were obtained in Kooskia, and we were on our way to Lolo Pass! We spent the night at the "Wild Goose Campground" a beautiful Forest Service walk-in Campground right at the Clearwater River.

Having been confused by the time zones (western Idaho is in the Pacific Time Zone) – we got a slightly delayed start riding Lolo Pass. And riding it, we did! All the glorious 108 miles from our campground to the Travelers Rest County store on the Montana side of the pass. The scenery is amazing, the asphalt is in great shape, the turn radius are just perfect. On the Idaho side, the speed limit is 55 mph. But traffic was very light and the possibility of a trooper waiting in the forest seemed unlikely. What was more likely though, were encounters with wildlife, we had a number of deer jumping onto the roadway and even a young moose sauntering back and forth across the tarmac.

Montana Highway 83, the Seeley-Swan scenic drive was next on our list. This a 90-mile-long corridor stretching through the Swan Valley from Seeley Lake to Swan Lake. This is lake country. Hundreds of natural lakes, ranging in size from a few acres to several thousands of acres, are squeezed into this narrow, heavily forested valley. To the west, the Mission Mountains rise majestically and to the east the Swan Range walls off this pristine valley, giving travelers here a unique feeling of solitude. This is the Montana known from tourist brochures! When we arrived at Bigfork on Flathead Lake, we went straight west on Hwy 2 to Libby for provisions and then on to the Dunn



Creek campground right below the Libby Dam on Lake Koocanusa. Another beautiful campsite right at the water with great facilities. And it was free! It seems that the state of Montana considers it a proper use of state funds to provide its citizens and visitors with outstanding free campgrounds in many beautiful places.

Wednesday was dedicated to exploring Yaak county. This remote area of Montana, right up to the Canadian border has an extremely low population density, very little cell coverage and an abundance of natural attractions. We started the day by spending an hour at the Kootenai Falls, a series of dramatic Waterfalls, that were prominently featured on much of the materials about the natural beauty of Montana, published ahead of the MOA rally. Naturally, we had to walk over the Kootenai swinging bridge. This bridge sits 100 feet above the waterway and is 210 feet long. Daring to cross the bridge, we were rewarded with an incredible view.



We filled out tanks in Troy, not entirely sure, where we would find gasoline next. Following the Yaak river with a quick stop at the Yaak fall, we arrived in Yaak and at the famous Dirty Shame Saloon. Even though we were there around lunchtime and the only guests, it was very obvious, that this was a wild place. Kim, the bartender, entertained us with tales of mud and oil wrestling happening on weekends. Unfortunately, the future of this colorful place seems unclear. It had just been sold to a consortium of California lawyers – and nobody seemed to know what their plans are.

The next part of the route was supposed to be a bit of an adventure: We were planning to ride a series of forest roads “over the top” to Lake Koocanusa. According to Kim, the road was supposed to be in bad shape, with long stretches of rutted gravel. Well, our adventure bikes were ready for that... 70 miles later, we arrived at the western shore of the lake and wondered what just happened. The road had been narrow, twisty with lots of elevation changes and no traffic, really a great motorcycling road - with decent uninterrupted pavement. So much for local knowledge...



The Lake Koocanusa Scenic Byway (Forest Road 228) along the western shore of Lake Koocanusa is one of Montana's most fantastic rides. Views are constantly changing as the road ducks in and out of the woods into clearings that open the photographic views of the lake. We crossed the river just below the Libby Dam and rode up Hwy 37 the eastern shore of the lake – a much quicker but similarly great ride. This ride to and around Lake Koocanusa was one of the highlights of the trip!

We finally found gas in Eureka and being beaten-up from a long day in the saddle, rode straight down Hwy 93 to find an accommodation close to the west entrance of Glacier National Park.

In 2021 Glacier NP established a system that requires a prebooked ticket to ride the Going to the Sun Road. While these tickets are only \$2, they seem to be impossible to obtain. There is a way around this: Tickets are only required between 6am and 5pm.

So we were looking for a campground close to the park entrance, enabling us to be enter the park before 6am. We were lucky and got the last campsite at the K M Glacier Campground in Hungry Horse. While this was the most expensive campsite of the trip (\$49/night), we considered the money well spend: We were only 15 minutes from the park entrance and the camp hostess, Tobi, was extremely helpful and she spend a long evening swapping stories with us.

Tobi also shared the bad news with us: The Road to the Sun was still closed. Opening was supposed to be imminent – but had not been announced yet. (Ironically the Road to the Sun was opened on that Friday!)

When we entered Glacier National Park at about 5:45am, we learned the ugly truth: A lot of people had exactly the same idea of getting on the road before tickets are required. There was a long line of cars, moving slowly through the cloudy dawn. After about twenty miles, we came to the point, where the road was closed. Traffic was chaotic, as everyone was jockeying for a parking spot. Manny and Jeff decided to stop, brew some coffee and enjoy the sunrise. I was too annoyed by the crowds and decided to turn around to ride the road back towards the west – with no traffic at all. During an enjoyable ride along Lake McDonald, I caught up with Kevin and Mike and heard about their adventures on the Idaho BDR. After a nice chat, I rode back to the campsite, packed up and helped Tobi to get her Intruder 800 out of the shed. Our conversations the night before had convinced her, that she should start riding her motorbike again.

When my travel companions showed up and started packing their bikes, I went for a quick ride up to the Hungry Horse Reservoir. A delightful ride with beautiful views – and absolutely no car in sight. It always amazes me, how stunning, uncrowded natural beauty can be found just outside of the National Park boundaries.

As we began our ride to Great Falls, the sky became overcast, and a drizzling rain started. Due to the weather and the traffic, the ride along Hwy 2 was less enjoyable than it could have been.

Conditions continued to deteriorate and when we stopped in Browning it was time to get the heated jacket on. The bad weather with rain, hail, strong winds and lightning was with us all the way down Hwy 89 and into Great Falls.

After we located the NorCal campsite and pitched our tents in the rain, the clouds started to disappear, and the sun finally made an appearance again.

The days at the Rally Great Falls went by quickly: catching up with old friends, making new friends, enjoying some great concerts, checking out the vendors. I did enjoy the rally at lot more than I had expected.



Soon it was Sunday morning and time to move on. Our travel fellowship dissolved, as Jeff had to head home, and Manny decided to join him and Mike giving the Road to the Sun another try.

(Mike's story about their adventures on the way home was published in the July issue). I was heading for Yellowstone National Park.

When I left the Expo Center at 7am, I joined a long procession of BMW riders heading for new destinations. On US 87 the Montana Highway Patrol was busy picking out riders who were a bit too eager to get home quickly. As soon as I turned into US 89 towards Yellowstone, traffic became a lot lighter. The ride through the Helena Lewis & Clark National Forrest was fun and beautiful. To maximize my exposure to this scenic area, I rode a big loop around Sulphur Springs. Riding scenic Hwy 86 Hwy along the Bridger Mountains and through the Bridger Bowl Sky resort to Bozeman, I felt like riding in Switzerland. To get to the North of Yellowstone, I decided not to follow the main road, but instead use the "Old Yellowstone Road (Montana 540), which follows the Yellowstone River through the Paradise Valley. Another enjoyable, very scenic ride.

As all campgrounds close to the park entrance had been booked out for months in advance, I had my eyes set on a remote Forest Service site in the Gallatin Mountains. The Tom Miner Campground can only be reached via a spectacular 15-mile dirt road through the National Forest. The first 10 miles are well graded by the county and does serve a number of Ranches in the area. The last 5 miles were a bit more challenging but no problem, even with a fully loaded bike. Arriving at the campground, I immediately ran into the camp host and two forest rangers, trying to open her car. While she was checking for attended food at a campsite, her cat had locked her out of her car. Finally, the rangers gave up on attempting to break into the car and used their radio to contact their headquarters, who called a locksmith in Gardiner to come out. Not a cheap exercise!

Next thing I was told that I needed to be extremely careful locking all food away in the bear lockers, and to procure bear spay. Grizzly bears were visiting the campground regularly. I totally fell in love with my campsite: right by a little creek, secluded and quiet with lots of wildlife. So, I decided to stay for three nights and make this my basecamp for the exploration of Yellowstone, Beartooth and the Chief Joseph Scenic Byway.

On Monday, I rode the Grand Loop Road through the park, visiting all the "must see" tourist sites. I had some concerns about traffic in the park and was worried about being stuck in endless lines of cars stopping on the road to take pictures of the wildlife. Fortunately, these concerns were completely unwarranted. The pattern was the same for all three days I spent in the park: traffic was

really light in the morning and picked up around noon. By the time I left the park in late afternoon, there were usually long lines of car going the other direction.

When I arrived at the park entrance in Gardiner, there was no line at all. Riding through the park was extremely pleasurable, beautiful, diverse scenery, abundant wildlife, great asphalt and hardly any traffic. While I had to get the obligatory picture of Old Faithful erupting, I was most impressed by the natural beauty of the Firehole River Canyon and the Grand Canyon of Yellowstone. Unfortunately, the road between Canyon Village and the Roosevelt Lodge was closed – but the views from the South and North Rim of the Canyon were amazing.



On Tuesday I rode early through the Lamar Valley and again, was blown away by the beauty. There were lots and lots of bison in large herds and in small groups. I even got a video of me negotiating my way on the bike through a group of buffalo hanging out in the middle of the road. Beartooth pass beat my expectations. Again, I had been worried about traffic. Again, the worry was unwarranted. A large group of GS riders rode the pass at a very slow pace – but they were easily overtaken. At the top of Beartooth pass is a short dirt road leading to the summit, providing exceptional views across the whole range. It was funny to see the GS group arriving and stopping on the asphalt, while a Harley rider on a Street Glide braved the deep ruts to get to the "good spot". After a short stop in Red Lodge, I got on the Chief Joseph Scenic Byway to ride over the Dead Indian Pass back into the park. I stopped briefly at the site of the Smith Mine Disaster. In 1943 73 men died here in the worst mine accident in Montana history. Today, only a couple derelict buildings and a small marker are left to remind us of this event.



Dead Indian Pass does not have quiet the majestic vistas of Beartooth but is equal fun to ride. And there was absolutely no traffic. On the way back through Lamar Valley, saw a pack of wolves, not too far from the road!

The next day, I packed my gear, rode through Lamar Valley and over Dead Indian Pass to visit the town of Cody. After 10 days of camping, I splurged on a hotel room with a hot shower and a soft bed.

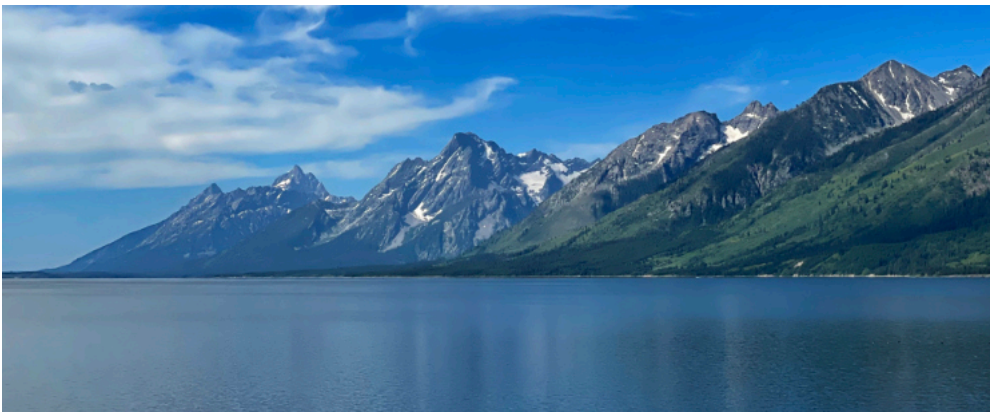
The Buffalo Bill Center of the West is well worth a visit. This is a huge, very well curated museum. The extensive firearms collection is extremely impressive.

My real reason for coming to Cody was the Night Rodeo: Cody calls itself the Rodeo Capital of the world. In addition to the famous Cody Stampede, there is a nightly rodeo, every night from June through August. Even though I showed up on a Wednesday evening, I was lucky to get one of the last tickets – it was completely sold out.



On Thursday, I followed the Buffalo Bill Cody Scenic Byway along the Shoshone river and through the Waipiti Valley back to the East Entrance of Yellowstone. Another scenic road with abundant wildlife and astonishing rock formations. And it was cold! I was definitely glad that I had my heated jacket and heated grips.

Soon I left Yellowstone through the South Entrance and entered Grand Teton National Park. This is when my luck regarding traffic ended: the views from the John D Rockefeller Memorial Parkway and the Teton Park Road were stunning – but I was stuck in, what seemed to be, an endless procession of cars and RVs. A quick stop at Jackson Lake to for a picture of the Grand Tetons, another quick stop in Jackson for gas, and I just wanted to get away from the crowds. Teton Pass crosses the jagged Teton Range and connects the Jackson Hole Valley on the east



and the Teton Valley to the west. This road (WY 22) was exceptional fun riding with flowing corners and fantastic views up and over both sides. In the other direction, towards Jackson, traffic was backed up into Idaho....

After all the fun riding in the mountains, I was finally back in the high desert. Following ID 20/26, I made it to the Craters of the Moon National Monument. A vast ocean of lava flows with scattered islands of cinder cones and sagebrush makes for a weird and scenic landscape.

I found a really nice campsite and just after finishing setting up the tent, it started to rain. The shower didn't last very long – but it definitely added to the feeling of “weirdness” of this place.

This was the first campground on this trip, where fires were strictly forbidden. After two weeks of camping in the forest with a nightly fire, I was in the middle of a huge field of lava with hardly any vegetation – but apparently the fire danger was really high....



When I woke up the next morning, I decided that it was time to head home. Instead of spending another night camping somewhere in Nevada, I would just slab it out. Usually, I don't

like to ride a lot more than 500 miles per day. But if Kevin Coleman can ride 1200 miles with broken ribs, then I should be able to get this done. And I did – 813 miles and 13 hours later, the GS was back in the garage.

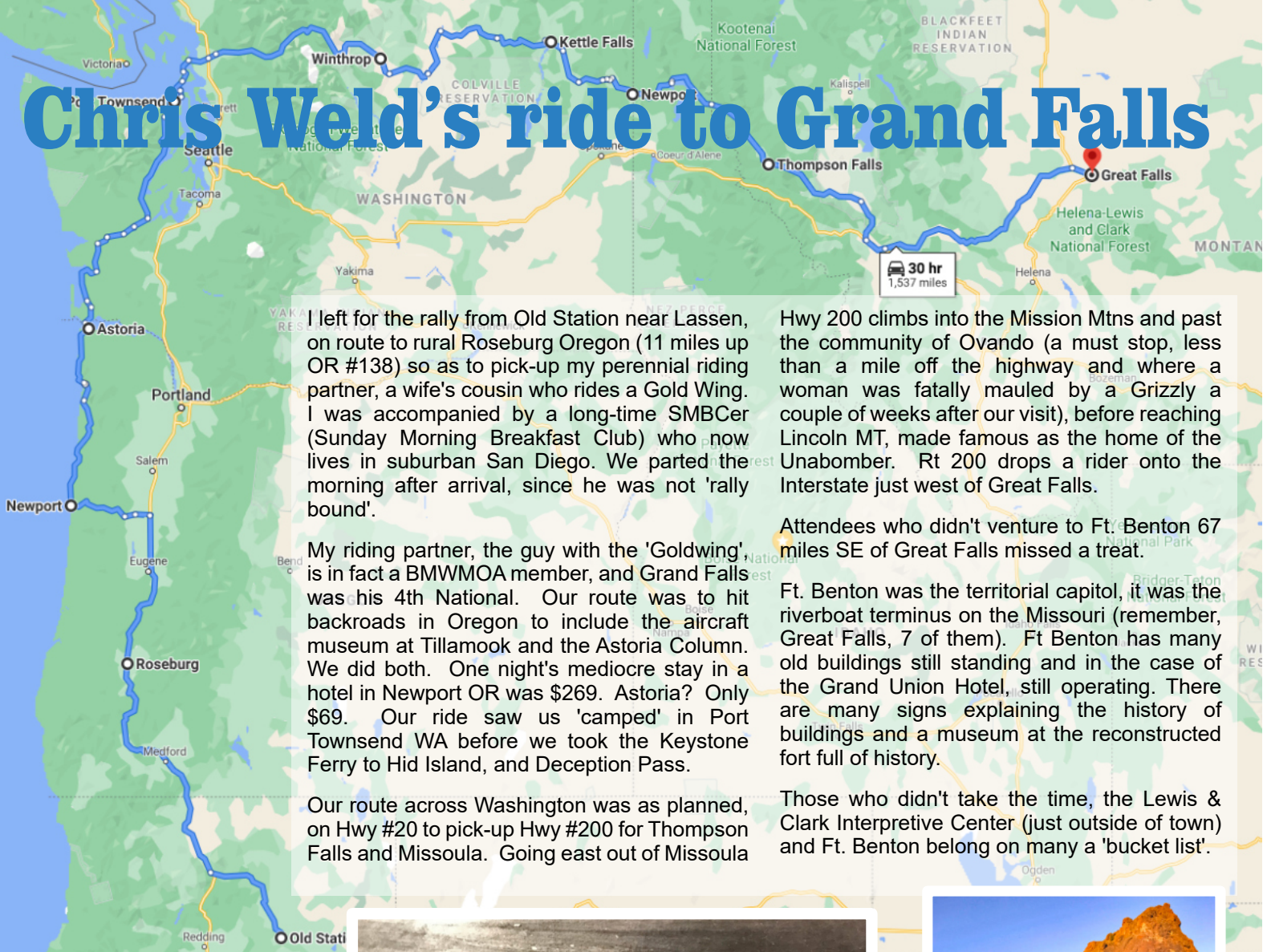
It was an incredible trip. Using the MOA national rally as an excuse for two weeks of camping and visiting some beautiful country definitely had worked for me.

I can't wait to do it again! The Touratech Rally West in September sounds interesting.....

*Delf Hedde*



# Chris Weld's ride to Grand Falls



I left for the rally from Old Station near Lassen, on route to rural Roseburg Oregon (11 miles up OR #138) so as to pick-up my perennial riding partner, a wife's cousin who rides a Gold Wing. I was accompanied by a long-time SMBCer (Sunday Morning Breakfast Club) who now lives in suburban San Diego. We parted the morning after arrival, since he was not 'rally bound'.

My riding partner, the guy with the 'Goldwing', is in fact a BMWMOA member, and Grand Falls was his 4th National. Our route was to hit backroads in Oregon to include the aircraft museum at Tillamook and the Astoria Column. We did both. One night's mediocre stay in a hotel in Newport OR was \$269. Astoria? Only \$69. Our ride saw us 'camped' in Port Townsend WA before we took the Keystone Ferry to Hid Island, and Deception Pass.

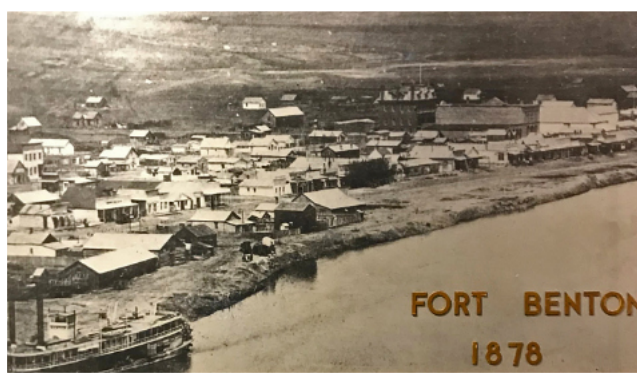
Our route across Washington was as planned, on Hwy #20 to pick-up Hwy #200 for Thompson Falls and Missoula. Going east out of Missoula

Hwy 200 climbs into the Mission Mtns and past the community of Ovando (a must stop, less than a mile off the highway and where a woman was fatally mauled by a Grizzly a couple of weeks after our visit), before reaching Lincoln MT, made famous as the home of the Unabomber. Rt 200 drops a rider onto the Interstate just west of Great Falls.

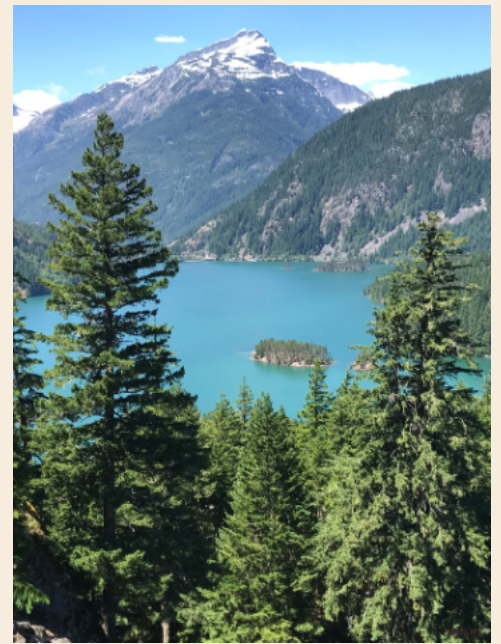
Attendees who didn't venture to Ft. Benton 67 miles SE of Great Falls missed a treat.

Ft. Benton was the territorial capitol, it was the riverboat terminus on the Missouri (remember, Great Falls, 7 of them). Ft Benton has many old buildings still standing and in the case of the Grand Union Hotel, still operating. There are many signs explaining the history of buildings and a museum at the reconstructed fort full of history.

Those who didn't take the time, the Lewis & Clark Interpretive Center (just outside of town) and Ft. Benton belong on many a 'bucket list'.







Chris Weld, one of the clubs three remaining founder members, sent me this just after he returned from Montana. I learnt at the July campout that unfortunately Chris was subsequently involved in a serious accident on Old La Honda Road. The injuries suffered required an operation. It goes without saying that all of the club members wish Chris a speedy recovery and hope to see him on the road again soon.

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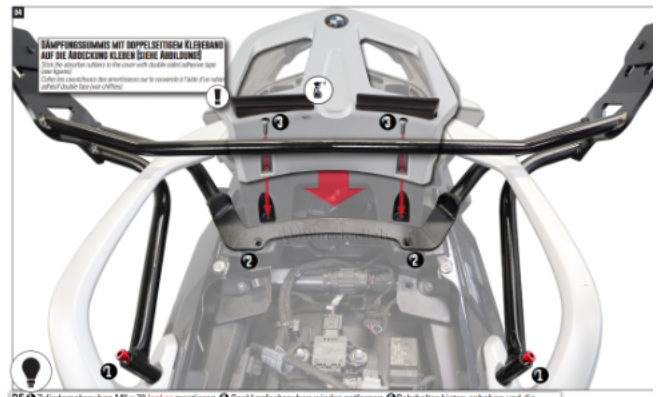
The July 2021 issue of ION contains a very interesting article on Wunderlich America. Wunderlich America have been supporting NorCal BMW by advertisements in the newsletter for a number of years now, since before they moved to North Carolina. They not only sell Wunderlich Germany's range of BMW parts but also can provide BMW parts for bikes dating back to 1947. In addition to Wunderlich parts, Edward Plam (son of the owner) also does restorations and custom builds of airheads.

The article mentions that William Plam (owner) has been working with Wunderlich Germany for some time on making an armrest system for R1200RTs and when the article was written they were excitedly waiting for the first examples to arrive. Coincidentally on the day I was reading the article I received an email from W.A. announcing the availability of the armrest kit.

I checked them out on-line and looked at the installation instructions and it's plain to see that this is a well thought out piece of kit which bolts directly to the rear subframe of the RT. The installation does not rely at all on a connection/bolts to the top box, and does not impact its use in any way.

The width, height and angle of the armrests can be adjusted. The armrest folds out of the way to allow the passenger to get on.

It's not clear which years of R1200RTs are supported, but if you have one of these bikes and regularly carry a passenger you should check it out.



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# July Campout at French Meadows Reservoir

The July Campout to the Coyote Group Campground at the French Meadows Reservoir was planned by Kevin Coleman. The ride started off at the Black Bear Diner in Lodi. Around 35 riders turned up for the start, and since the group was so big it broke up into 4 groups. I had been able to download the GPX file to my TomTom without problem and volunteered to lead a group. The first part of the ride was pretty mundane until we hit the forest roads in Eldorado National Forest. The road surface was good but was single track with pretty much continuous tight turns. There was little traffic but amazingly we met two trunks towing huge RVs on blind corners. The RVs pretty much filled the whole road and left me with about one foot space on the right hand side to get by. However everyone survived and we arrived at the Burger Barn in Pollock for lunch. Here was my first mistake. I

mistakenly thought that we had only about 30 miles to go to the camp. In fact it was closer to 80 miles.

The roads going north were equally challenging and after about 40 miles I was starting to feel a little tired. My TomTom kept trying to direct me on non-existent or very rough dirt roads. I stopped and discussed attempting to find a more direct route the TomTom seemed to be directing me to. I turned around, but quickly the followers lost confidence in my leadership until only Ed Perry was left. We stopped to figure it out. I put the camp site as a final destination into the TomTom, and for some reason it couldn't calculate a route. Ed tried with his Garmin and had a similar result.

The fundamental problem is that the GPS provides a route but not a map. None of the maps I had with me were of sufficient resolution to show the roads we were on. In fact there were no roads to the camp except for those Kevin put together in the original route. In the end we determined there was no short cut and just followed the route.

I feel really bad about letting down the riders I was leading. If any of you are reading this - I sincerely apologize.

On Sunday morning the road out of the campsite was just as challenging. What looked like 20 miles on the map turned into 45 with all the twists and turns. This is truly one of the most isolated places in California even though as the crow flies it is probably only 10 miles from Hwy 80. I hope everyone got out without running out of gas.







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## EVENTS

28–29 Aug 2021 Campout. Uncle Tom's Cabin.  
15630 Wentworth Springs Rd, Pollock Pines, CA  
95726.

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

25-26 Sep 2021 Campout. Cedar Flat campground.  
Group Site - Camp Noren. located 25 miles  
Southeast of Bishop California in the Inyo National  
Forest

PLEASE CHECK NORCAL.ORG FOR LATEST INFORMATION  
ON ALL EVENTS. EVENTS MAY BE SUBJECT TO CHANGE OR  
CANCELLATION BASED ON CURRENT FIRE SITUATION

## 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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