

SEPTEMBER 2022

# NORCAL NEWS



Ride to Camp

Camp to Ride



**BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA**



# PRESIDENTS COLUMN

Our Riding season is in full swing now with some very active months right now. The Board is working overtime planning the Range of Light, along with our regular monthly campouts and other activities. Thanks to Bert Lankins for organizing a Helite group buy. Members were able to purchase a vest for 25% off the regular price. There was great interest from club members. Bert also organized a tech session ahead of the Range of Light at Moto guild in San Francisco. We enjoyed a great lunch from Puck Anata's Oshai Thai restaurant.

I wasn't able to attend the July Campout because I needed to drop my daughter off at college. This was the first campout I have missed in a very long time but looking forward to the Range of Light. We have a full complement of volunteers to help run the event which will enable most of the Board to actually ride in the event. A huge thanks to Mike Murphy and his wife Sarah for offering to manage our transportation logistics along with his Wife. We are going to have a large Box truck as well as a pick-up truck. Also, thanks to Monroe Bonfoey and Darrin Olgetree we will have two sag wagons. The RoL has not been without its challenges again this year with fairground accommodations but the Club pulled through and we are mostly set for a record turnout this year.

If you are planning to attend the RoL this year you recently received a comprehensive email user guide for the Range of Light

## EDITORS CORNER

This month started really well with blood curdling article from Fred Montano. Truly gripping to the extent that I searched out appropriate background art work to match the mood.

Towards the end of the month Mike Murphy sent me the first part of multi-part adventure which describing his experiences this summer on the Trans America Trail. A great story and photographs - I'm looking forward to part two to find out if he made it all the way.

This month Bert Lankins organized a Tech Day at Moto Guild. The front cover demonstrates at least some of the attendees were having fun.

I spotted a three wheel BMW based special and its styling really

that answers most of the questions about the event. We provided a high-level schedule for the event, info on navigation tools, as well as important requirements to register and obtain a rider wristband. Please read the guide ahead of the RoL.

Our monthly campouts continue to create challenges for us with cancellations due to unsafe conditions and fires but so far, we have been able to always find alternative accommodations. We were planning to move the September campout due to the fires up north but our alternative site was cancelled due to tree issues. Luckily the fires are well contained so we are going to keep the campout at Chinquapin Group Site in Southern Oregon near Cave Junction. It's a hefty but beautiful ride that will start in Ukiah. We will have to be flexible however as the fire season is just getting started.

Congratulations to Wendy Meyers who won the newsletter easter egg drawing for a \$50 gift certificate to Adventure Designs. Be sure and read the newsletter cover to cover and you might find another opportunity to win a great prize soon.

Stay Safe

*Kevin Coleman President*

appealed to me. Gave me the chance to pull a couple of old pictures from some of the books in my library.

The October newsletter is going to be a challenge as I will be unable to fully participate the NorCal events in September. I am hoping those that attend the Range of Light and the September camp out in Oregon will send me their experiences and photographs to include. I think the July newsletter covering the 49er turned out really well. I am hoping with your help we will do for the same with the RoL

Special thanks to Jamie Perko and Ravi Verma for Tech day and campout photos.

*John Ellis*

## AIRFLOW SEAT COVERS

In last months newsletter I highlighted the Airflow seat cover as a great way to get under bum ventilation. I ordered a seat cover for my bike but it had not arrived at before last months newsletter went out.

I would like to make corrections to my original write up. I previously said that the covers were custom made. This is not true, what Airflow does is to send a cover from a range that best fits your bike.

The covers are well made and have a double layer of the 3D printed fabric. Unfortunately the extra thickness around the seat edges made it impossible for me to lock the seat in place with the cover installed.. Airflow support was very helpful and sent me pictures of my model of bike with the cover in place, but I figured it would not work on my bike without modification to the locking mechanism.



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## NorCAL gets a big shout-out for the most recent donation to the Foundation Safe Miles Program....and a call out for a few volunteers

From Tom Gary, President of the BMW MOA Foundation

“On behalf of the Foundation BOD thanks, to you and the NORCAL leaders and members for your continuing commitment to our SafeMiles endowment. Our matching challenge program is still in effect, so the NORCAL \$3000 donation is multiplied to \$9000.

Thanks also for taking a moment to share your thoughts on working with our charter clubs on a Mentor style program. We share your thoughts on the importance of the program to both meet training needs and bring Clubs closer to the Foundation”

Tom Gary

President BMW MOA Foundation

CC: MOAF BOD

CC: Ted Moyer

### Way to go NorCAL!

About Tom's last sentence.

The MOA Foundation is considering the establishment of a specific type of one on one training experience. It has been in place in Europe for decades. Initially designed to reduce fatalities of the moto officers. It has been a proven success effort. It is NOT anything like an MSF or race track-oriented class that most people are familiar with.

Because of the NorCAL experience with the Safe Miles program and our emphasis on continuous learning and improving, I have been tasked with finding a small group of current or former motorcycle training instructors or riders with teaching experience to help vet the conversion to the US under the MOA Foundation umbrella. Think tennis instructor, not a football coach. One-on-one with an immediate feedback loop.

Please feel free to ask any questions...I'll try to answer the best I can.

**Greg Hutchinson** [ghutchin@pacbell.net](mailto:ghutchin@pacbell.net)

## ALWAYS READ THE SMALL PRINT

The nice thing about the Garmin XT is that it has a big screen. The XT comes with a handlebar mount, all the hardware and uses the standard RAM mounting plate. The problem when positioning it on handlebars is its size tends to block the bike's instruments panel. For this reason, I chose to mount it on my bike's the windscreen cross bar.

There may be a large number of mount solutions available but the only one I could find that did the job for me was one from MotoPumps.com. As one might guess from the name, they originally started with motorcycle tire pumps but in addition to pumps, they also have a range of GPS mounting hardware. Go through what they have and I am sure you will find a GPS mount for your specific application.

After receiving the mount, I naturally rushed to install the new GPS without bothering to read the instructions. Only needed 4 mounting bolts from the Garmin kit anyway.

Everything was fine for a month or so, the GPS turned on every time I started the bike, so obviously the Garmin was powered correctly. I was returning from the Death Valley camp out and stopped for extra clothing for the morning climb out of the valley and the XT was dead on restart. Cursing my bad luck, I had a 10-hour ride home to contemplate what could have possibly gone wrong.

When I got home I pulled out the Garmin instructions, in desperation and found mention of a tiny screw that fits behind the power pins on the mount. In fact, this screw is so tiny Garmin supplies a matching tiny screwdriver. Then the truth dawned. When I started the bike the contacts in the mount connected to the back of the Garmin so it turned on. When running the vibrations caused an intermittent contact so the XT battery drained. Problem solved .Read the small print.



# SURVIVING SOPLAGO

My weekend started with great enthusiasm and fun to ride with my good friend and enjoy the NorCal club members. It ended with the most frightening night of my life. After packing my trusty Africa Twin, I left home on Thursday to join Ed Perry at his place in Sugar Pine. We fished beautiful Pinecrest Lake and caught one fish. On Saturday we rode Sonora Pass to Bridgeport. We stopped for a break. As we were getting on our bikes to continue our ride, I heard someone shout "Hi Uncle". I turned around not thinking the shout was for me. It was my nephew Arthur that I had not seen for a few years. What a surprise! After talking and catching up with family news, Ed and I were off to ride the Nevada roads to Gardnerville and on to Sopiago Campground. On our way Rick Webb passed us and we all rode together. The road to the campground was off the beaten path and a bit confusing. We set up camp and enjoyed interacting with old and new friends. There was a strange mural on the restroom wall and cables connected in the trees that didn't make sense, but interesting. The club meeting was informative. We all enjoyed the after-meeting fire side interaction and stories.

The next morning, I went to breakfast with Ed, Alex, and Minnie at Cooks Restaurant. I decided to camp another night at Sopiago Campground and explore the Silver Lake area. I hiked around the lake, met people, and relaxed while reading a book. I rode around the area and enjoyed the beautiful Sierra's. It was time to return to the camp, fix dinner, and get a good night's rest. Upon my return to the Sopiago Campground there was no one there. I stopped to talk with the camp host and pay a fee for another night stay. No one was at the run-down RV's parked at the entrance or by the restroom facilities. No other campers were around. I walked around the very large camping ground and noticed trails and some

dilapidated shacks with garbage all around. Oh well - I'll pay the extra fees when the host returns tonight or in the morning.

After eating dinner, I retired to my tent to read and sleep. About 9 pm I heard a vehicle arrive by the RV's or restroom facilities. Since I was camping on the lower-level camping area they could not see my tent or motorcycle. I decided to get up out of my tent to let them know I was camping another night and pay an additional camping fee.

Just as I unzipped my tent fly to exit I heard loud - deep aggressive barking from at least two dogs. It wasn't just fun chirping and yip yipping but the type of barking you hear from a Rottweiler guard dog. Ruff, Ruff - deep, loud and aggressive. I thought that if they are guard dogs and the host does not know I am here the dogs could attack me thinking I am an intruder. So I quickly got back into my tent, zipped up the fly and laid down.

I thought I would wait until the dogs ran around on the upper level and settled down, then I would approach the host or go to sleep and pay in the morning. The dogs continued barking loudly and running around the upper camp area. I could hear barking from one side of the camp then another. I was hoping they would not come down to the lower level. I stayed very still and quiet. The barking continued on and on. Then I heard someone, sounded like a man, mumbling and singing in a minor tone. Then there was grumbling and moaning in the distance. This got closer and closer and the dogs kept barking loudly and wildly. I did not hear anyone talk or converse. There was nothing spoken to the dogs, (come here, or quiet, or settle down)! It appeared that the animals were loose and uncontrolled. I listened to understand the song but could not hear any words. Only a strange mumbling. This went on for about



an hour when I noticed a light shine on my tent. "Oh my God" I have been discovered and don't know what will happen

Soon I heard the dogs run down the trail to the lower level. They ran around and barked at my motorcycle then they discovered my tent. "Now what do I do? I don't have a weapon for protection or even a stick. Maybe wrap my riding jacket around my arm - but there are at least two dogs that will attack. I decided to stay perfectly still and maybe they will go away. At this moment the dogs were on both sides of my tent barking & barking & barking like hounds after a bear. I could almost see their breath through the walls of my small tent. I have never been so frightened and scared that these guard dogs would attack my tent and cause me harm or even worse. This went on for about ten minutes. The dogs even poked their nose at the tent. I remained still and quiet as the aggressive barking continued. After ten minutes the dogs retreated to the upper level and continued to bark and run around. I continued to stay still in case they decided to run back down to bark at my tent again.

The man continued to sing his weird song and the moaning went on & on. The thought went through my head that this could be my last campout. Disappear in the woods and not be found. At about 10:30PM the barking stopped and I could not hear singing, moaning or groaning. I was pleased but not convinced that anyone was gone. I stayed still and quiet for about another 30 minutes. I thought the dogs were probably running around or quiet but listening for any noise. I decided to wait until the first light of dawn to get the hell out of there.

Of course, I didn't get any sleep. I laid there in my tent listening for any noise and thinking of many possibilities that could occur. About 4AM it was still dark but I decided to quietly start packing my camping stuff so as to get ready to leave quickly when the light of the sun began to shine. I opened

the tent fly slowly and looked around to see if the dogs were waiting for my exit to pounce. I was nervous and on edge. What if the dogs heard me and leaped down the hill to attack. What then? I moved as quiet as possible and packed everything except my tent. At the crack of dawn, I quickly packed the tent. No sign of dogs or people so far. I jumped on my trusty African Twin, put it in gear, wound through the trees and over the rocks and dirt path.

I thought the dogs might confront me at the entrance of the campground. If they did I would not stop even if they got in the way. To my surprise there was no dogs or people at the broken down RV's or at the entrance. I quickly twisted the throttle and boogied out of the campground and up the potholed curvy road. As I reached highway 88 I stopped to catch my breath and to gather my wit's.

There was a feeling of euphoria that I got away from a very dangerous and frightening situation. I could not believe that this could happen to me while camping. Whoever shined a flashlight on my tent knew I was there and did not call his guard dogs off. Instead, he let the dogs go to my tent and continue to bark and terrorize. I do believe the dogs would have attacked me if I gave them the opportunity. I enjoyed my ride down the mountains like no other time in my life. It was a ride to safety and mental ease.

This sounds like a camping horror story to say around the campfire - but sadly it is true.

*Survivor - Fred Montano*



# TIM CUMPER'S THREE WHEELED BMW BOXER

Tim Cumper (a Brit) designed this bespoke three-wheel BMW that he calls the Cumpert\_002. For this special he started off with a 1992 BMW R 100R Mystic. The vintage look of his vehicle drew inspiration from pre-war racers and hill climb specials (see bottom of page)

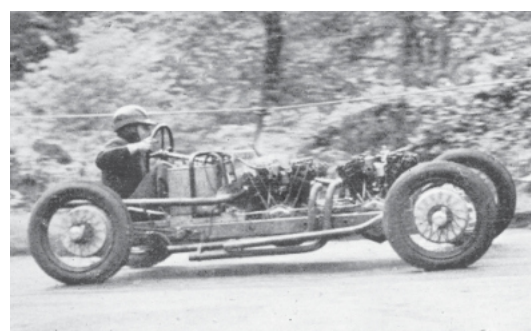
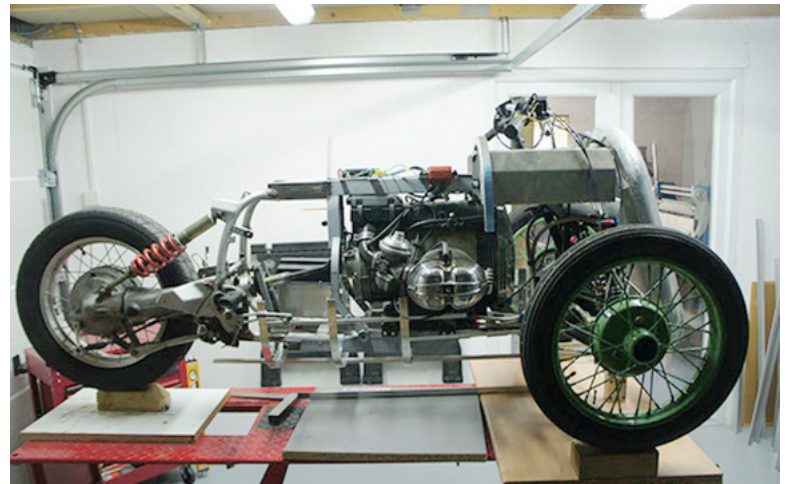
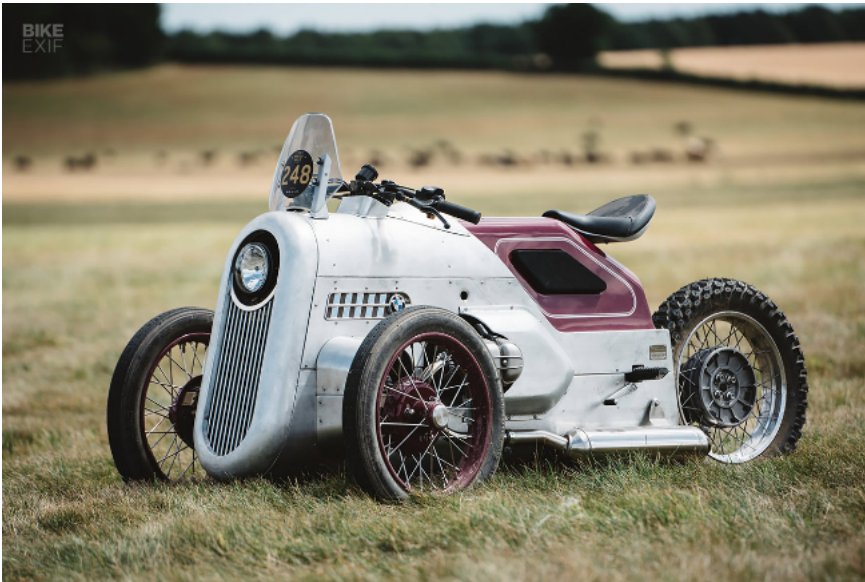
To create the trike setup, the standard BMW front end of the two-wheeler was replaced with a frame sourced from an ATV. The front suspension arms, shocks, disc brakes and steering linkage of the ATV donor machine are all intact but rear retains the R100r original wheel and braking system. The boxer engine is attached to the frame with new forward anchoring points with extra linkage to transfer power to the stock driveshaft. Up front Tim uses a pair of re-laced Austin 7 wheels.

Tim created the body with sections by hammering aluminum over wooden forms, and by extensive use of an English-wheeler. It took him 4 tries to get the cover around the front "radiator" right. The BMW tachometer been remounted into a bulged dashboard on top of the tank, with the original BMW key sitting just below it.

Just in case anyone out there does not know what pre-war British race and sprint cars look like I included three memorable ones below, all taking part in the famous Shelsley Walsh Hill Climb.

Left to right B.H.Davenport Frazier Nash (1925), John Bolster Bloody Mary (1936) , Joe Fry Freikaiserwagen (1949)

Click below to see a You Tube video of Tim Cumper's special





# ROL TECH DAY AT MOTO GUILD

Thanks goes to Bert Lankins, our Safety/Tech Director for organizing this event to give members the opportunity to fix up their bikes before the 2022 Range of Light. Big thanks also must go to Moto Guild for allowing the club the complementary use two lifts and the tire changer. Moto Guild also supports the club by allowing its monthly Directors meeting to be held on its premise. Moto Guild is a great resource for all motorcyclists in the Bay Area. Their people are always friendly and helpful.



## OSHA BBQ



Club member Puck Ananta provided the lunch. For those who only show up at the tech sessions to socialize and for the food, this was one of the best. Puck's Osha Thai BBQ restaurants have three locations, and Puck brought along a sample of his food. It was so good that all that was left was empty foil pans, all scraped clean. Trust me, this food was really good. Just sad he doesn't have a location in Pleasanton near me.

### OSHA BBQ Locations

696 Geary St, San Francisco, CA 94102

1390 N McDowell Blvd STE A, Petaluma, CA 94954

326 23<sup>rd</sup> St Unit 8, Oakland, CA 94612



# ACROSS AMERICA ON THE TRANS AMERICA TRAIL - PART 1

Last November my Australian friend called to announce his retirement and ask: "so where are we going Murph?". On a whim I answered "We will ride the Trans America Trail. You will need a motorcycle."

And so six months later, on June 1st 2022, Hugh and I set out from his farm near Charlotte, North Carolina to cross the continent from coast to coast. The traverse began at Wrightsville beach in North Carolina and ended at Cape Blanco lighthouse on the Pacific coast in Oregon. Most of our route followed "the TAT". This dual sport/ADV route, developed by Sam Corroero over more than 30 years, follows a meandering path of back-country tracks and unpaved roads while avoiding major highways as much as possible.



I did not want to ride cross country to start the trip, so I shipped my Suzuki DRZ 400 to Hugh's place. I found a low mileage Suzuki DR 650 in Florida for Hugh. Not a man for half measures, Hugh ordered every possible upgrade for his new machine, and then everything in the Mosko Moto catalog for himself. All set.

I arrived at Hugh's place the day before our planned start date. He was busy cutting hay and working his horses. My heart sank when I saw the state of Hugh's preparations for the trip – namely a big pile of unopened packages. That

evening he threw everything into a rough semblance of "ready to go". The next morning we rolled out the gate on schedule, new tags flapping in the wind.

Within 3 miles of home Hugh's front brake caliper fell off. This was not an auspicious start, but we soon got it fixed. By the end of the first day we had travelled 220 miles eastwards to Wrightsville on the Atlantic coast. We dipped our toes in the water to mark the official start of our TAT adventure. The next day we began our westward journey into the mountains of North Carolina. All going well, we would emerge on the Oregon Coast in about 5 weeks with more than 6000 backroad miles under our belt.

After traversing the farmlands of North Carolina we rode the Smoky Mountains including a portion of the Blue Ridge Parkway ending in Asheville. In our first foray off-road Hugh cut a corner, hit some mud and went over the side. I braced for trip ending injuries, but we got lucky. Apart from a bruised ego there was no damage. Hugh's exuberant moto style gave us several more amusing crashes before the trip was over.



From Asheville we made our way to Cherokee, Tennessee via the Wheels Through Time Motorcycle Museum in Maggie Valley. The museum concentrates on Harley and Indian motorcycles with memorabilia from the first half of the 20th century. Displays of board track racing from the 1920s reminded us of how far we have come with safety in sports; a board track racer's career was usually brutal and short. The museum is a mandatory stop at the end of the





"Tail of the Dragon". We considered riding this famous stretch of Harley-eating pavement. We decided that we had more than enough exceptional riding on our schedule, so we passed on this bucket-list ride.

Somewhere deep in Tennessee hill country we had our first proper water crossing. Although the creek did not seem difficult it was quite deep. Hugh got stuck. I dumped the bike in a deep hole and filled the motor with water. As I worked to get the bike running a group of riders came through. All but one of them took a dive. It turns out that this was the most notorious river crossing on the whole TAT trail. But at least we were through it!

The Appalachian mountain range offers hundreds of miles of backwoods trails through stunning forest scenery. Here we experienced the only bad weather of the entire trip. We camped in a heavy thunderstorm and rode south into Georgia with bad weather for most of the next day. We decided to make a short detour to Chattanooga, find a hotel and



dry out. Everything in my pack was still wet from the water crossing. This is when I realized that my luggage was "California waterproof", which is to say waterproof until it rains.

After a week on the trail it was time for a rest day. Our bikes needed maintenance. Google took us to RT Cycles run by Terrell Welborn and his family. They repaired Hugh's bike while I used their workshop to work on mine. They recently lost their Suzuki and Yamaha dealerships so they are trying to make a go of it with CSC motorcycles from China. Terrell, his wife and daughter went out of their way to scrounge parts and help us for little return. It was humbling to be reminded that the people who can least afford to give are often the most generous.

After our rest day we followed the Tennessee Valley from Chattanooga through beautiful rolling country into Alabama. But that is a story for another time.

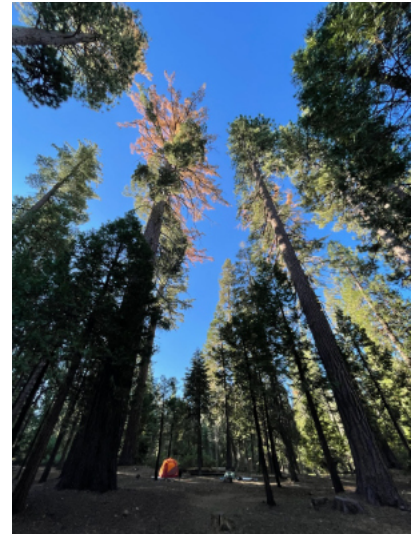
*Michael Murphy*





# AUGUST CAMPOUT AT THE PINECREST RECREATIONAL AREA

Around 10 persons showed up in Manteca for the ride to camp. The ride itself was around 225 miles, and took around 6 hours to complete. The ride was pretty straight forward until we reached Hwy 49, just before the really twisty section into Coulterville. Although this has been chosen many times before on our rides, it is extremely challenging, with tight corners which unexpectedly tighten at the corner exit. Caught me out a couple of times –it needs a high level of concentration. We turned onto Cherry Lake Road, which eventually leads to Cotton Wood Road, where we experienced about 65 miles of constant turns, running through a burnt out, high altitude section of the Stanislaus National Forest. It was nice to see the forest was recovering in a couple of spots, with fresh, green, young pines dotting the landscape. This was the first time I have ridden this road and it should definitely be classified as a good work out. My shoulders and arms were aching by the time we reached the campsite. Sadly, only a handful of the campout attendee's rode this part of the route. The camp site attendance was around 25 people, far less than the 55 or so that registered. The only good thing was that there was plenty of room to spread out over the two group site that had been booked.





# HISTORIAN'S REPORT

The area which is now Pinecrest Lake was once a meadow surrounded by granite outcroppings that was used by the Me-Wuk Indians as a trading ground. Emigrants called the area Strawberry Flat because of the wild strawberries that grew there - it was a place that Snowshoe Thompson would dream of retiring at. Scattered throughout the forest you can still find evidence of ancient grinding rocks used by the Me-Wuks in areas assumed to be their campsites. Over the years after the Gold Rush, miners and settlers began searching for new opportunities, and logging became a major industry in the area. Logging built new foothill towns, and water was vital for the survival of these new towns. Many lakes, such as Pinecrest, were developed in order to sell and provide water to the foothill towns.

Pinecrest Lake was built in the logging era of 1914. The lake was to provide drinking water to the lower elevations and generate power through the power house downstream at Spring Gap. Pinecrest Lake is the last in a series of dams constructed on the South Fork of the Stanislaus River. In the beginning, the purpose was to divert water, via ditches and flumes, to the mining claims and towns in and around Columbia and the foothills. Much of this aqueduct system remains intact today, and is still used as a portion of the main water system for the surrounding area.

The Stanislaus-Tuolumne Experimental Forest covers 690 ha near Pinecrest, California. It was selected as typical of mixed conifer stands of the Sierra Nevada, specifically, those of high site-quality on mid-elevation west slopes. The Stanislaus-Tuolumne was formally created in December of 1943, though research in the area had been ongoing since the 1920's. The effort to create the Stanislaus-Tuolumne was driven by Duncan Dunning, who had been pushing for formal designation of an experimental forest on the Stanislaus National Forest since the early 1930's. The forest consists of two tracts: the 156 ha Stanislaus Tract on the South Fork of the Stanislaus River and the 534 ha Tuolumne Tract on the lower slopes of Dodge Ridge, just south of the North Fork of the Tuolumne River. Elevations range from 1,590 to 1,950 m.

A "variable density thinning" study, comparing thinning to a variable spatial structure (with tree groups and gaps, similar to the historic stand structure), thinning to an even crown spacing, and an un-thinned control, all with or without prescribed fire, was initiated on 240 acres in 2009. Another study comparing different thinning and prescribed fire treatments for alleviating mortality of large pines was installed on 135 acres in 2009.

*Chris King*



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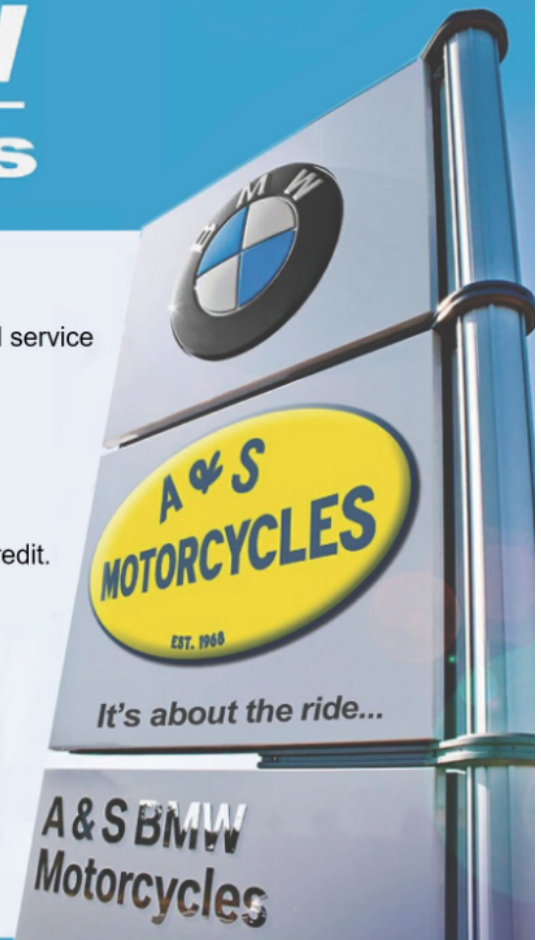
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**SECOND SUNDAY BREAKFAST**  
Open

49er CHAIR  
open  
49erChair@bmwnorcal.org  
\*Board Member

## EVENTS

**Board of Directors Meeting**  
10 Sept., 2022 MotoGuild SF,  
849 13Th St. San Francisco, 10:00 am-12:00 pm

**September Club Meeting and Campout**  
23-25 Sept. 2022 Chinquapin Group Campground  
Cave Junction, Oregon.  
The campsite has been reserved for both Friday and Saturday. Saturday breakfast Stan's Maple in Ukiah. Arrive by 8 am if you want breakfast. Fill up your tank BEFORE breakfast and be ready to roll at 9am. Because of the distance to this campsite our member meeting will be held at 6 PM. All attendees MUST register at [www.bmwnorcal.org](http://www.bmwnorcal.org)

**Oktoberfest Member Meeting**  
29-30 Oct. 2022 Codorniz Recreation Area  
Campground, Eastman Lake Group Campsite-  
Raymond CA  
Pre-registration required at [www.bmwnorcal.org](http://www.bmwnorcal.org)  
BMW NorCal Member with Dinner – \$10.00  
Guest / Non-member with Dinner – \$25.00

## ANNIVERSARIES

<b>July</b>	<b>Jerry McHugh</b>	<b>5</b>
	<b>Mark Rodda</b>	<b>5</b>
<b>August</b>	<b>Jet Librodo</b>	<b>5</b>
<b>Sept</b>	<b>John Beaver</b>	<b>5</b>
	<b>Ron Cordell</b>	<b>10</b>
	<b>John Ellis</b>	<b>10</b>
	<b>Jonathan Jefferies</b>	<b>35</b>
	<b>Tani Perez</b>	<b>5</b>
	<b>Ferdinand Rios</b>	<b>5</b>
	<b>Dan Rowe</b>	<b>10</b>
	<b>Brian Welsh</b>	<b>5</b>

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