

OCTOBER 2022

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

The 2022 Range of Light is a wrap and another outstanding event put on by the Club. A big thanks to Nick Gloyd for starting the planning and a committee of the Board for getting the RoL over the line when work commitments consumed Nick. Over the past 5 years, Nick has set the bar high and 2022 carried on that great momentum. Of particular note, I'd like to thank Darrin Ogletree and Monroe Bonfoey for running our sag wagons. It was awesome to have two sag wagons this year. Even better we had only one breakdown and no get-offs. Also, Mike Murphy drove the cargo van, and his wife Sara and Phillipa Short handled the beverage duty and support truck. John Ellis organized the GPX table, Hugo handled all the registration, and Tom Short and Steve Lawton pre-rode some of the routes. Be sure and thank them for all their hard work when you see them.

The heat wave scared a number of people away and it was pretty hot Friday night but the Colusa Fairgrounds didn't disappoint. They provided a cool-down room with air conditioning and an unlimited supply of ice.

For the riders that did brave the heat, they were rewarded with two days of outstanding riding in Nor Cal along and outstanding food, beverages, and comradery! The feedback from our survey was outstanding. Check out a short summary later in the newsletter.

We also enjoyed an ambitious September ride to the Chinquapin Group

EDITORS CORNER

The October month's newsletter was a bit of a challenge but Delf Hedde helped me out by mailing out the September newsletters, as well as providing an article describing the Road Guardians accident management training course that he attended. He then provided pictures, and filled me in on what happened at the September camp-out in Oregon. I need to appoint him co-editor.

Thanks also goes to Tom Short for highlighting an absolutely critical, and often forgotten, component of the Range of Light rally – Morning Coffee.

Chris Weld was so impressed by the contribution of Ozzie's to the RoL that he took it on himself to write them a real letter (with stamp) to personally thank them. He kindly sent me a copy of the letter which I included along with a bunch of pictures taken at Ozzie's.

site in Cave Junction, Oregon. With a 1,000-mile round trip, it was great to see 40 riders making the campout. We booked it for Friday-Sunday and our members made great use of the extended time to explore the outstanding roads, scenery, and attractions in the area.

Next up is our annual Octoberfest campout at Codorniz Recreation Area at Eastman Lake. We already have 120 people registered and it's sure to be another great time with outstanding food and drinks arranged by a committed group of volunteers. Be sure to sign up soon to confirm your spot and make sure we have enough food.

I'd like to close by thanking all the volunteers who offer their time, expertise, and resources. It's important to remember that the Club is what it is ONLY because of the volunteers. If you have been enjoying our events but haven't had a chance to volunteer, please consider how you can give back. And if you have any feedback on any of our club activities and the volunteers who support them, please be mindful they are volunteers and not paid positions and feedback is most welcome with an offer to help!

Stay Safe

Kevin Coleman President

I included three pages of RoL pictures and would like to thank Ed Perry, Chris Weld, Manny Rubio for their contributions. If I missed anyone, I apologize.

I am not sure if everyone is aware of the outstanding work of our board of directors, plus a few helpers, put in the five weeks prior to the RoL. For those that did attend this very successful event, You really need to thank each of them, and provide at least one bottle of an appropriate alcoholic liquid. I have no idea how they managed pull this off as they all have full time jobs. Truly outstanding. Remember, when these guys ask for your help it's your duty to volunteer.

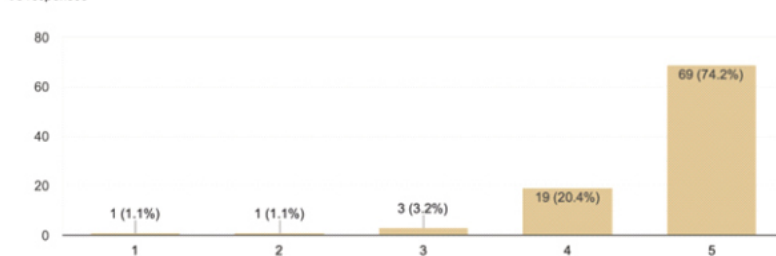
John Ellis

Range of Light Feedback Survey Results

Many thanks to the members and guests that braved the heat and attended the 2022 Range of Light Gypsy Tour. Overall, despite the heat on day one, it was a great event with positive feedback from all. More than 50% of the attendees completed the survey and provided some great input for future years.

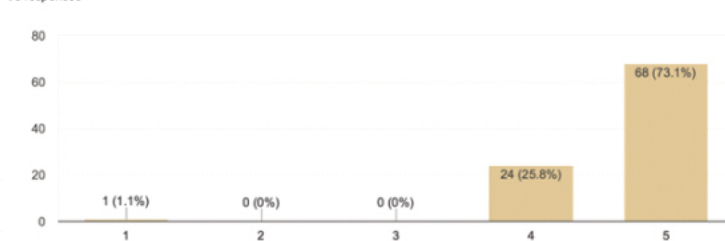
When asked about value for money the overwhelming response was positive with 94% ranking a 4 or 5!

Value for your Money
93 responses



When asked about the overall experience 75% provided the top score and 99% ranked the event a 4 or 5. We can't get much better than that!

Overall how satisfied were you with the RoL?
93 responses



The main feedback received was related to changing how we print T-shirts to reduce the ink coverage on the back. We also received comments about navigation challenges with GPS, Routes, REVER etc. This area continues to be a challenge with the diversity of solutions used by the riders. We will continue to look for ways to improve navigation support.

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People:

I want to thank the Club for sponsoring a truly memorable long weekend of good roads, food and comradery, It was a great event.

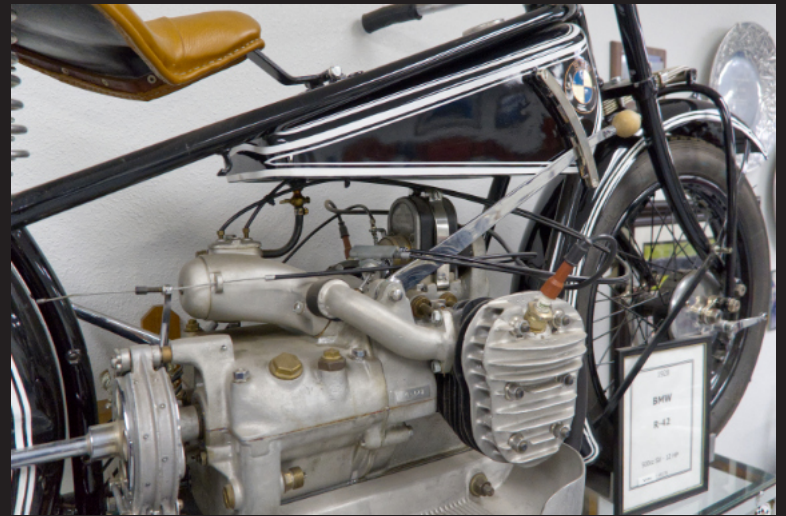
Also, I want to thank the management and staff at Ozzie's for their contributions toward this endeavor, Not only did they have the part I needed in stock but provided riders with coffee and breakfast. There support with really useable and sometimes expensive raffle prizes should not go unnoticed. I won an Ozzie's prize, you can be sure I noticed.

Thank you all,



Christopher Weld





The Range of Light was the first time I had visited Ozzie's BMW in Chico. Ozzie's had kindly signed up to provide breakfast and coffee for over 200 riders on the Saturday as well as supplying some prizes for the Sunday raffle. I was pleasantly surprised to find Ozzie's is an old school shop with clear enthusiasm for the BMW brand as evidenced by classic and vintage BMW racers and machines. The spares counter was staffed by an enthusiastic and knowledgeable personnel with parts and accessories in clearly visible racks, just like all motorcycle parts counters used to be.

On the showroom floor there was several new bikes including a 2022 BMW R 1250 GS - 40 Years of GS Edition in black and yellow. In my mind this is the best-looking bike that BMW has made in a long time. The

actual GS 40th anniversary of the GS range was actually 2020 (1980 R80G/S was the first) and 2022 is the second model year this "Bumble-Bee" black and yellow model (1988 GS color scheme) has been available. Beautiful bike.

I know of several riders on club runs who have been "saved" by Ozzie's over the years after a breakdown. In the BMW tradition - the broken-down bike gets workshop priority which combined with Ozzie's extensive stock of parts which usually means riders are back on the road the same day.

Massive thanks to all at Ozzie's.

John Ellis

ROL DAY ONE - COLUSA COUNTY FAIRGROUNDS



ROL COFFEE by Tom Short

It's 5:45 am and we're laying there in total darkness when the iPhone piano solo goes off at full volume. Dang. That came around way too fast. I was still dreaming. Grope for my pants, strap on my boots, zip up the jacket, and ride out of the motel parking lot in Williams as the sky begins to glow with predawn red and orange. Good thing I brought my clear face shield and put it on the night before, knowing that I'd have to ride 10 minutes to the fairgrounds to get the coffee going before it was light outside.

What's that you say? Motel room? Yeah - I know - kind of a move. Did it mainly for the wife, who needed a respite from the heat. So, I took one for the team, you know? Well, that's my story and I'm sticking to it.

Anyway, I found the cool of the morning, the wonderful glow in the sky and the overall quiet on the road very peaceful. Quite a nice way to wake up, actually.

I get to the fairgrounds where I perched the empty five-gallon coffee pot and burner atop a picnic table the night before only to find the pot already filled up and the propane burner blazing away. Thanks to Jorgen and Bert for having my back on all three days!

It's amazing how fast five gallons or so of water weighs. I



couldn't physically move that pot around by myself when it was full, so I was glad to have those guys (and one other on Monday morning whose name I didn't get) pitch in to help out.

And it's equally amazing how fast this club goes through five gallons of coffee. I guess I shouldn't be surprised - I'm good for a quart by myself some mornings.

I'd like to personally offer my thanks to whoever it was that decided on the cans of Starbucks instant coffee. That is by far the best instant coffee I've ever had, and I believe I'm not alone on that. Now if we could just get a gallon or two of half and half...

So that was my volunteer experience in coffee making. I have to say it was very enjoyable despite the slight pressure I felt to deliver in a timely (and very early at that) fashion. The people in this club are amazing and always willing to help out without complaint. I met a number of our members for the first time, along with several others who I'm not even sure are members. The beauty of the ROL is it's open to all comers, member or not, so we get a nice mix of people on all sorts of machines.

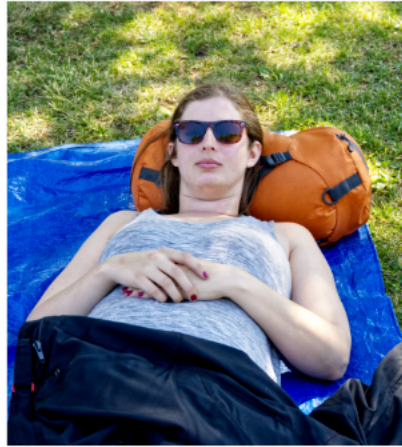
Here's to BMW Club NorCal, the board, and all the volunteers who made this year's event possible. Looking forward to next year and more adventures

between now and then.

Happy trails.

Tom Short

ROL DAY TWO - TRINITY VALLEY FAIRGROUNDS HAYFORK



ROL DAY THREE - HUMBOLT COUNTY FAIRGROUNDS FERNDALE





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SEPTEMBER CAMP-OUT AT CHINQUAPIN GROUP CAMPGROUND OREGON

The September weekend camp out involved one of the longest rides in recent club history. In fact, for most people, it was a long weekend camp out starting on Friday, or even Thursday in the case of Delf Hedde who kindly provided the pictures you see here.

Although instructions on the web page clearly state the Saturday breakfast spot was Stan's Maple in Ukiah some people turned up a day early and were surprised that the group leader was not there.

The camp site was located at Chinquapin Group Campground, the former site of the Camp Oregon Caves Civilian Conservation Corps (CCC) camp. During the Great Depression from 1933-

1941 camp was home to over 200 men who worked on projects in the Siskiyou National Forest and the Oregon Caves National Monument. The only structure from this time at the site is the historic Grayback Ranger Station. The club historian should have found plenty of material for his report.

Delf had enough time to visit Oregon Caves, a national monument which features "Marble Halls of Oregon" (see picture) and Crater Lake.

Some campers including Kevin "Iron Butt" Coleman completed the whole camp out in two days, bringing back long-lost memories of when Norcal members were more durable than is the case today. Sad I missed it.



ROAD GUARDIANS: ACCIDENT SCENE MANAGEMENT/ADVANCED FIRST AID

On my way to the July campout, I came down from Monitor Pass, entering a sharp right turn when I saw something red in the ditch beside the road. Slowing down, I realized that it was a beautiful red HD Road Glide and there was a rider below it screaming at me.

I immediately stopped the bike, grabbed my First Aid Kit, and ran over to offer assistance.

“Not again!” I thought, as I had been around too many accidents the last couple of months. Fortunately, none of these had involved spurting blood, spinal damage, or head injuries. Nothing my meager First Aid skills, some elastic bandages and my Boo-Boo kit couldn’t deal with. I just hoped that this would be the case again – and not knowing what I was facing, I really wished that I had some advanced training.

If you are mostly riding in the cities and on major roads, there are usually a lot of people around and the ambulance or firetruck are only minutes away. If you ride in the mountains or deserts, or even venture off the paved road, the situation changes a lot. Even if you have a satellite communicator (InReach, Spot, or satellite phone), and are able to get an emergency call out, it might still be hours until the professionals arrive.

The standard Red Cross First Aid classes are really aimed and people in an environment where professional help arrives within minutes. Advanced classes like the NOLS (National Outdoor Leadership School) Wilderness First Aid classes (in many places organized by REI) go a lot deeper, but do not really cover motorcycle specific injuries (head and spinal injuries, serious trauma). So, I have been looking for something more specific to motorcycling for a while. Finally, a fellow motorcycle safety instructor pointed me to the Road Guardians.



“The Road Guardian program was created in 2010 to expand and support Accident Scene Management’s (ASM) mission to reduce injuries and fatalities. ASM is a non-profit organization established in 1996 that has successfully been able to reduce injuries and fatalities to motorcyclists through First Response Education. Since 1996, over 35,000 students have been trained by 140+ certified instructors in 32 states.”

That sounded pretty much like what I was looking for! Unfortunately, there weren’t any courses offered anywhere

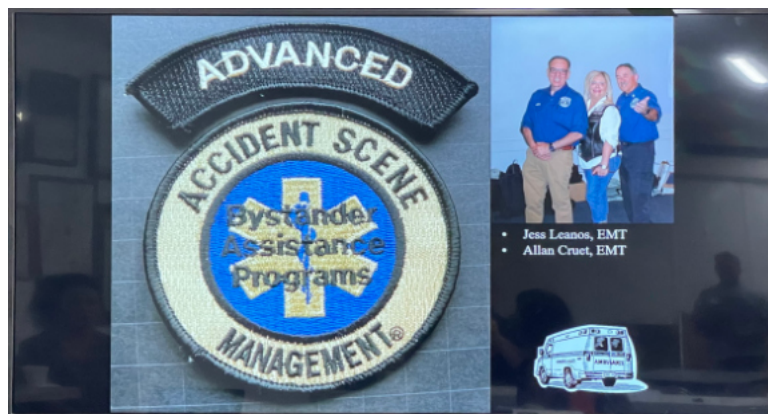
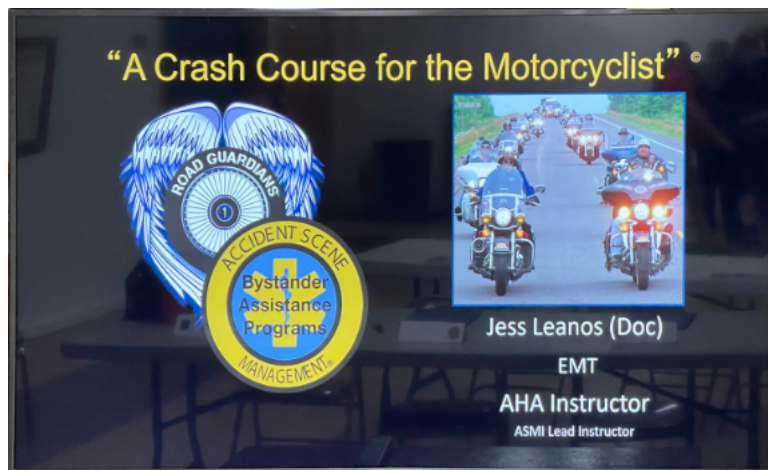
close to the Bay Area. After discussing this training with the club’s safety director Bert Lankins, Bert contacted the Road Guardian organization and was put in contact with an instructor, who was willing to conduct a class during the 49er Rally in Quincy.

Unfortunately, we were not able to meet the minimum participant requirement, we had to cancel that class.

That’s why Bert and I found ourselves in Reno during the first weekend of August to attend the Accident Scene Management Classes.

On Saturday, we attend the “ASM 100: Basic Accident Scene Management: A Crash Course for Motorcyclists”. All ASM classes are taught by Nurses, Paramedics or EMTs with lots of

hands-on experience in emergency medicine. Our lead instructor, Jessie, had more than 20 years’ experience riding in ambulances. In this class, we were 8 students, the lead instructor, and two instructors in training.



The class was sponsored by a local law firm, so at the start of the class, we had Kyle Hess, a local attorney give a presentation. I expected this to be a sales pitch for the services of his firm, but I was very wrong. Kyle provided some interesting information about Uninsured Motorist Insurance (did you know that the coverage of UIM is often limited by the amount of your own liability insurance), the cost of life flights (usually not covered by health insurance), the way personal injury lawyers work and how they get paid, Good Samaritan laws, and a number of other interesting topics. Overall, well worth the time.

The rest of the days class followed a clear structure:

1. Don’t add to the buddy count and prevent further injuries

We discussed how to secure an accident scene and control traffic. While this sounds intuitive, it was good to get a clear list of what needs to be done and how to organize a group of bystanders into an effective team.

We were reminded of the danger of blood and disease transmission and the need to always wear gloves and use other Personal Protective Gear to protect ourselves.

There is a need to gather and preserve evidence at the accident scene, photos should be taken, names and number of witnesses gathered.

We discussed and practiced if and how to move the motorcycle and the injured.

2. Assess the Situation

All motorcycling injuries are the result of rapid deceleration and compression. There are several types of collisions motorcycles may be involved in. Understanding the mechanics

of these collisions provides a good first idea on what kind of injuries are to be expected.

We watched a number of motorcycle accident videos from the YouTube channel of Dan Dan the Fireman and discussed in detail.

3. Contacting EMS

We discussed what kind of EMS dispatch systems are used in the US and how to reach them via phone, cell phone, text or satellite-based system, and what the benefits and drawback of these modes of communication are. We also learned about the catalogue of questions that the dispatchers are likely to use.

4. Treat Injuries with life sustaining care

This section of the course was very similar to a regular First Aid/CPR/AED class with some added specifics for motorcycle crash injuries. As spinal injuries are always a risk at bike accidents, we spent a lot of time discussing when a helmet should be removed (In most circumstances the helmet should remain on) and practiced save helmet removal. We heard an interesting story about how all the present members of a local motorcycle club were arrested by a CHP officer who arrived on the scene:

The accident victim was unconscious, but breathing, so his buddies left his helmet on and stabilized his cervical spine. When the officer arrived, he demanded the helmet to be removed. When the guys on the scene refused, he shouted explicit orders and then arrested everybody for not following his orders. It was a pretty tense situation until the professional EMS arrived and took over.

We were reminded that the average police officer does only have basic First Aid training and is most likely not familiar with motorcycle accidents (no charges were ever pressed) Another good learning was how to put together a First Aid kit. Based on the learnings from the class, I have split my First Aid supplies into two kits:

- A Boo Boo Kit: With the usual band aids, pain killers, elastic bandages, etc. to treat small injuries
- A Trauma Kit: With tourniquets, Israeli battle bandages, quick clot dressings, sterile dressings, and a SAM splint to address serious trauma.

Overall, we didn't really anything mind shattering new. But the structure of the class, the clear focus on motorcycle accidents, the highly qualified instructor and the hands-on practice made this class well worth the time. I would definitely recommend the Basic Accident Scene Management Class to any motorcyclist. Even more so, if you ride in areas

where professional help might be more than a few minutes away.

Unfortunately, Bert had other commitments on Sunday, so it was just me heading back to the second day for "ASM300: Advanced Bystander Assistance". For this class Jessie was joined by another instructor, Allan, as well as the same two instructors in training. Given that we were only 6 students, we had an amazing instructor to student ration for the hands-on exercises.

We went a little bit deeper into how EMS operates and how to best assist them. We discussed some other possible roadside emergencies like hyperthermia, hypothermia, dehydration, asthma, anaphylactic shock, diabetes, stroke, and heart disease. But the real focus of the day was dealing with trauma. Lots of very disturbing videos and lots of "hands on" breakout sessions practicing the use of a tourniquet, wound packing, the use of the battle bandages, femoral traction, and other "fun" things.

After a very, very intense Role Play (I am not supposed to share details) and an extensive debrief, we finished the class with a discussion about the emotional toll that responding to a crash scene can take, how to deal with the resulting stress, and where help can be found.

While really liked the AS100 class, the AS300 class was truly exceptional. The focus on hands on instruction really made a difference for me. Even though I still hope to never come upon an accident scene with people with traumatic injuries, I feel better prepared now. This class really made a difference!

I cannot recommend this training high enough! For me it was worth the trip to Reno and staying in a hotel for two days. Anybody who rides a motorcycle should at least consider taking these classes. And I really hope we will be able to work something out with the club to offer these classes more locally to make logistics easier.

And the accident scene off Monitor Pass? Fortunately, nobody was seriously hurt and the bike was fine. The biker had taken the curve slowly and too tight, got the rear wheel onto the gravel, lost control and ended up stuck under his bike in the ditch. Shortly after I got him out from under his bike, his buddies arrived, and we were able to get his bike out...

More info on the Road Guardians and the Accident Scene Management trainings can be found at: <https://roadguardians.org>

Delf Hedde



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EVENTS

Board of Directors Meeting

8 October, 2022 MotoGuild SF,
849 13Th St. San Francisco, 10:00 am 12:00 pm

Oktoberfest Member Meeting

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

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Nov	Leni Johns	20
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	Joel Ward	5
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	Micheal Riachy	5
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