

AUGUST 2023

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

This year's July 2023 campout brought us to Bear River Group Campground off of Hwy 88 outside of Pioneer, CA. We met at Black Bear Diner in Oakley on Friday the 28th at 8am. The restaurant was very accommodating and the food came out fast and hot. When we walked outside, to our surprise we had another 7 riders waiting to greet us.

After a ride talk with our Tour Captain Richard Leevey, we broke off into groups. A Group consisted of the swift riders, B Group was the moderate paced group and C Group consisted of anyone who wanted to enjoy the ride, take pics and go at a pace that allowed for enjoying the scenery.

I took the RT Route. It was nice taking the back roads and avoiding as many vehicles as possible. I saw some super cool long horned cows. The temps thru the valley were warm but as we climbed in elevation it was a nice cool down, perfect riding weather.

We all regrouped at Holiday Market for supplies and fuel. As we made our way to camp we were treated to some of the most beautiful scenery our area has to offer. Upon arriving at camp there was plenty of room for everyone. The air was fresh, the

sky was blue and the trees were majestic. It made for the perfect setting to sit back and relax.

Saturday morning brought a buzzing of "Well what are you doing today?". Some opted for the GS route that was prepared by Richard, some opted for their own route, some hung out at camp and some enjoyed the lake or hiked.

Saturday afternoon brought more riders and campers. After the meeting and dinner we enjoyed the campfire and company of others. It was a good vibe all around. It was nice to see members we had not seen in a while and great to see the amount of new interest in membership to our club.

Huge Thank you to Terry Lowe and Buddy Scauzzo for bringing ice, cold beverages and snacks for the campout.

I am excited to be part of such a diverse group of riding enthusiasts and look forward to the future of this club. I unfortunately will not be at the August Campout, but look forward to seeing everyone at the Range Of Light.

Keep the shiny side up

Tresha Holloway President

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LATE BREAKING NEWS

Courtesy of Ted Crum the Norcal BMW Club Holiday Party will be held at the Oakland Yacht Club, December 16th. More details to follow.

EDITORS CORNER

From a newsletter editors' perspective this was a great month. Instead of last-minute begging for content to fill empty pages the stuff just arrived, and in the end, I had to delay some until next month (apologies to those affected).

Perhaps the most exciting new contribution comes from Dick Zunkel. Ran Bush put me in touch with Dick, a long time BMW enthusiast, who is also a graphic artist. For a number of years Dick has been producing cartoons featuring motorcycles (mainly BMW). Dick has very kindly agreed to provide to the Norcal Newsletter, on an exclusive basis, the results of his efforts. The first one he produced for us is included in this edition. I already have a file containing several other cartoons, so expect to see Dick's cartoons showing up in future newsletters.

Wynne Benti, a long-time club member, is an accomplished story teller and writer. This month Wynne submitted the tale of the journey she undertook two years ago to the MOA rally in Montana. Why the delay? Well, you are just going to have to read and enjoy it to find out. Front cover is one of Wynne's pictures

taken in Yellowstone.

Last but not least, a big thanks to Delf Hedde. As you all know Delf regularly submits articles for which I am eternally grateful. It is extremely strange, but Delf always seems come up with subjects that would never occur to me. I have learnt a lot from Delf. This month the subject is Fishing.

The last thing is the camp-out at Bear River. I have included photographs provided by Buddy Scauzzo, Tom Short, Chris Weld, and Jag Patel. I really appreciated that they were able to get them to me in time for me to include. I truly believe the pictures tell the story about how a diverse group of individuals, from different backgrounds, come together once a month to have a lot of fun. An amazing club.

Last but not least. I am always looking for content to fill this newsletter. From feedback I receive people clearly enjoy it, but it's the content that makes it what it is. I just lay things out. Please send me stuff.

John Ellis

BAJA NO PINCH TIRE TOOL

Fixing a punctured tube on the road can be a real pain, particularly with the stiff beads of modern tires. Replacing tire tube in the field has several major challenges.

1. Breaking the tire bead
2. Pulling the valve stem through the hole in the rim
3. Getting the rim to seat on the wheel without trapping the inner tube.

This interesting tool called BAJA NO PINCH TIRE TOOL is intended to address the third challenge on the list – getting the tire rim back on the wheel without trapping the newly installed inner tube. The tool breaks down into 3 parts, weighs less than 2.5 lbs and is less than 12 inch in length. It relies on a rod placed through the spindle hole in a ratchet arrangement that pushes the tire bead over the wheel rim, rather than the traditional tire lever. The rod comes in different diameters and you should order the correct one for your bike.

On the bajanopinch.com site prices range for \$128 to \$245. The review I read said it was good for getting the last bit of the tire over the rim, but needs some practice to get it right. You can also check out the 'how to' videos on the web site.

If you are planning an off-road trip where tube replacement might be a possibility then you should check out this tool.



THE 2023 RANGE OF LIGHT GYPSY TOUR 1-4 SEP 2023

The BMW NorCal Range of Light Gypsy Tour is a two-day riding rally. Riders will be treated to exceptional road and optional GS routes, showcasing some of the best riding and scenery in the California. Each day is around 300 miles but destination is a secret until the day before. All we can tell you is the rally start point.

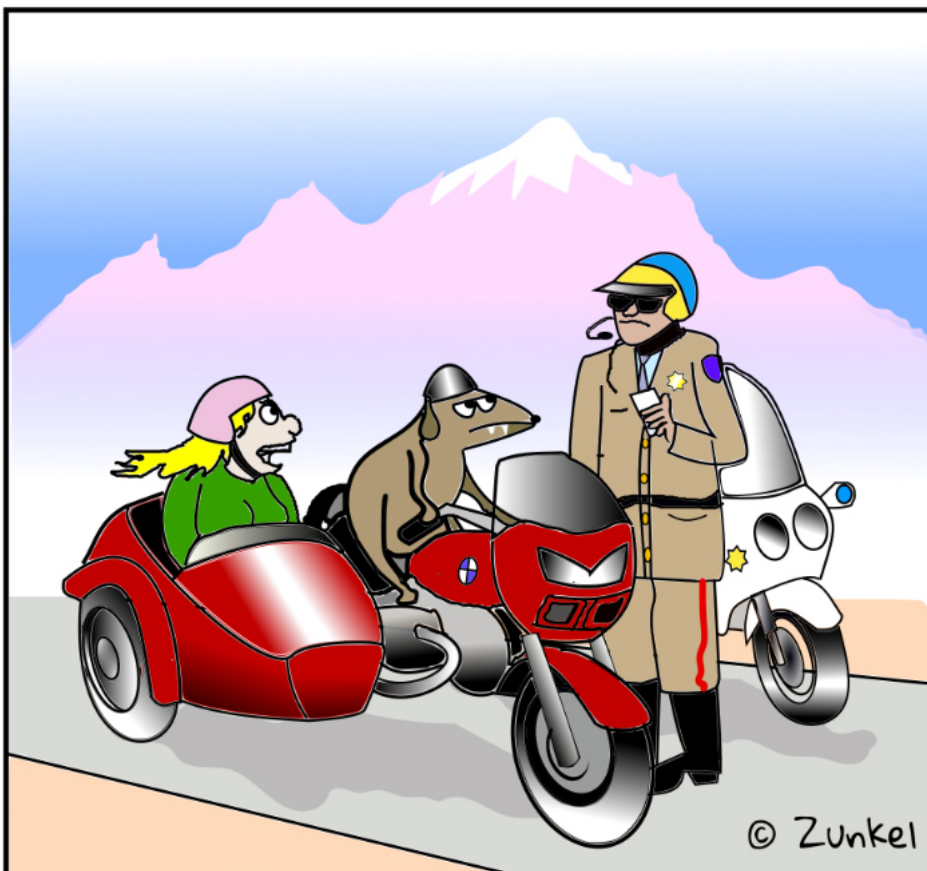
Riders can look forward to:

- Two days of some of the best riding in the State
- 3 nights grassy camping.
- Hot showers and catered dinners Friday, Saturday and Sunday nights.
- Cold drinks - included with registration.
- 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 booklet, shared Rever route files/downloadable .gpx files.
- Rally Shirts, pins, and stickers.

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.

For more information check out our [FAQs](#) here or register at <https://bmwnorcal.org>

A Norcal Newsletter Exclusive - courtesy of Dick Zunkel



Dick Zunkel is a long time BMW rider and enthusiast who also happens to be a professional artist. In 2015 he started to produce cartoons, many of which feature motorcycles, and in particular BMWs. Dick has agreed to occasionally provide examples of his work for exclusive inclusion in the Norcal Newsletter.

Along with the cartoon, Dick provided the following background information.

"My cartoon theme and artwork are all original. The finished work you see is from my hand drawn sketch rendered with scaleable vector graphics software. All my work is copyrighted and offered to NorCal BMW at no charge. **Promotional or commercial use of my art is prohibited without written permission by me or my agent**".

Both Dick and his wife Salinda are artists and their web site can be found here: <http://www.dickzunkel.com/index.html>

"Why are you stopping us? He's not texting!"

GONE FISHING...

Have you ever ridden through the Sierra, saw a beautiful stream or lake and thought "I wish I'd brought my fishing gear". Well, why didn't you?

Most of our camp-outs are in close proximity to great fishing areas. And now, with more of our camp-outs offering the option of a two-night stay at the campsite, it is even easier to find some time to enjoy what nature has to offer.

If you are an experienced angler, you are probably already doing this. If you are interested, but a bit intimidated by all the required gear and choices to make, maybe I can help a little.

Gear

If you go to a fishing store, it is easy to be overwhelmed by the selection of poles, reels, lines, lures, and associated equipment. If you are serious about your fishing, there is amazing equipment out there! But you don't really need an expensive rod, waders, and a toolbox sized tackle box for of exotic lures to have some fun on the water.

There are basically two kinds of travel rod (which is what you want to use on a bike): The telescopic style (collapses into itself) or the multi-piece pulls apart style. Generally multi-piece are considered to retain the best rod action however telescopic have come a long way and the two are on a par in the light side of things. Telescopics probably are more resistant to breakage and pack smaller.

Spinning reels are known for their ease of use and versatility to fish multiple species. A spinning reel provides a user-friendly spool for easy casting and an adjustable drag system for fighting fish.

A basic telescopic rod with a spinning reel can brought for as little as \$35 and is a great setup to see if fishing is something you'd like to add to your adventure rides.

A lot of lakes and streams in California only allow the use of artificial bait (Powerbait) and lures. That's also simple and effective. And it doesn't go bad!!

Add some hooks (in many areas only barb-less hooks are allowed: Carry pliers to de-barb), a roll of leader line, some split shots weights, and a pair of braid scissors, and you are good to go.

I like to add a little watertight bag to carry the fish back to the campsite. One thing would recommend is baby wipes to clean the fishy smell off your hands before you get it in your riding gloves.

License

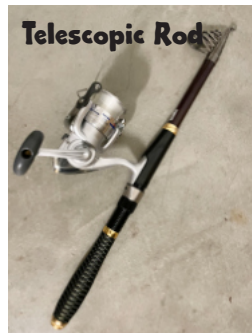
If you fish anywhere in California (except for a public pier), you will need fishing license. Don't be caught without one! The Fish and Game guys take their jobs serious and the fine ranges from \$485 to \$1,000, and \$1,000 for each illegally caught fish, plus court fees.

Fortunately, fishing licenses are super easy to obtain. You can get the license at fishing stores, sporting goods stores, most general stores in smaller towns, even at Walmart or just go online to: <https://wildlife.ca.gov/licensing/online-sales>. A basic yearly fishing license for California residents' costs \$58.25. As of this year, the license is good for one year from the date of purchase (In the past, the license was only good for the rest of the calendar year).

While getting the license, pick up the Freshwater Sportfishing Regulation Booklet (also available at <https://wildlife.ca.gov/Regulations#freshwaterfishing>), so you understand the specific regulations for the area you are fishing in.

With all of our upcoming camp-outs at or near some great fishing areas, I hope to see you at the water!

Delf Hedde



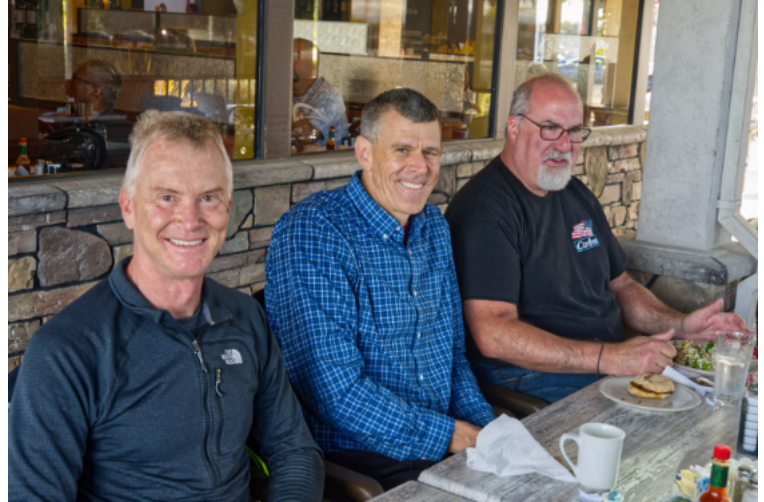
JULY 2023 SECOND SUNDAY BREAKFAST

On a beautiful July day, perfect riding weather, 8 members showed up at Bill's Café for a chat over breakfast and maybe a follow up ride. At 8 o'clock the café was pretty much empty and we were able to secure seating in an outdoor area with very attentive service. A lively discussion carried through breakfast and on to the car park until at 10.30am. The café was, by this time, full of people waiting to be seated. Surprisingly, only Ed Perry, Dan Carter and myself decided to leave for an after-breakfast ride. Since this is in Ed's domain, he led the ride up Mount Umunhum, which was a first for me. From 1957 to 1980, the Mount Umunhum was the site of the Almaden Air Force Station, which was a part of a network of west coast radar stations.

In 2009, with federal funding, the site was cleaned up, removing 3,000 cubic yards of hazardous materials, including lead paint, asbestos, fuel storage containers and PCB transformers along with 13,680 tons of concrete, asphalt, wood and other materials. The summit was finally reopened to the public in 2017. The square concrete structure that was once the base for a large Cold War-era radar sail is still there and looks like it has recently been restored.

The day was clear and great views were to be had in all directions.

John Ellis



BMW MOTORRAD EMERGENCY CALL SYSTEM UPDATE

In the February 2023 Newsletter, Delf Hedde, our Safety Director, outlined several methods for Crash Detection and Emergency Notification. One of the methods was BMW Motorrad Emergency Call System: eCALL which has been available in Europe since 2017 but unavailable in the USA.

This situation has now changed, and BMW Motorrad recently announced Intelligent Emergency Call will be available as standard or option for the following models in the USA and Canada for model year 2024:

F900R and XR (optional), K1600x (standard), R1250x (standard), R18B and Transcontinental (standard), S1000R/RR (standard), CE04 (standard).

Intelligent Emergency Call adds a covered SOS button, loudspeaker, and microphone to the right-side handlebar controls. The SOS button connects the rider to an agent with a voice call, who can be advised of the situation, and can contact emergency services, if required. If a motorcycle falls or a crash is detected, an eCall is automatically placed.

The eCall system makes use of BMW Motorrad Connected Services which can be activated during new vehicle delivery.

RECOLLECTIONS OF GREAT FALLS BY WYNNE BENTI

This is a story about a solo motorcycle trip to Montana in 2021, about remembering and reliving good times.

When I left Bishop at first light on Tuesday of that week, the Great Falls Rally sponsored by the BMW MOA was just getting underway. My goal was ride to Super 8 in Ely, Nevada, 425 miles north. Not five minutes out of town, the sun not yet risen over the White Mountains, a huge mule deer meandered on to Highway 6 at the Owens River crossing. I hit the brakes. She stopped, saw that I was waiting then ambled along to the other side of the highway unaware of the adrenaline rush she caused. With my eyes open for deer too old and does with fawns too young to make the annual summer migration to the Sierra high country, or an escaped calf or errant ewe from one of the ranches, it was smooth sailing over Montgomery Pass to US 95 and Coaldale Junction, then north on 95/6 to Tonopah, Nevada.

From Chevron in Tonopah to Ely, it's 175 miles. The 2013 F800GS has a range of 180 miles. The one-gallon Rotopax fuel container locked to my tail rack was purchased specifically with that section of highway in mind. I topped it off then drove through town to Hwy 6 conscious of the heavily enforced 25mph speed limit. Hwy 6 turns north, past the faded cabins of Bobbie's Buckeye Bar and descends into open the high desert along the northern edge of the Tonopah Test Site, distinguished by dilapidated WWII era wooden hangars and overgrown runways.

Between Tonopah and Ely, Hwy 6 crosses some of Nevada's most untraveled and geologically diverse landscape—a desolate, ancient beauty whose mountains shelter rhyolite, felsic volcanic, shale, siltstone, limestone, sandstone, and andesite basalt—at a sustained elevation of about 5500-7000-ft. Mountain passes, a spring, a ranch, the ET Highway junction, a BLM Byway to a lunar crater, are just some of the landmarks. I'll cross eight mountain passes to get to Ely—Montgomery Pass (7150-ft.) in California, and in Nevada: Saulsbury Summit (6535-ft.); McKinney Tanks Summit (6400-ft.) in the Monitor Range; Warm Springs Summit (6293-ft.); Sandy Summit (6030-ft); Black Rock Summit (6257-ft); Currant Summit (6999-ft.); and Murry Summit (7316-ft.) — all of which are sometimes impassable in winter due to snow.

I always stop at Blue Jay Rest Area north of Warm Springs. No restroom here — just a few picnic tables and dream of days past of exploring the Hot Creek Range and Palisade Mesa on foot. From here, one can follow a signed dirt road to the old mining town and charcoal kilns of Tybo, on the original route of the first telegraph line from Salt Lake City to San Francisco. Another unmarked dirt road goes to Project Faultless, where Howard Hughes conducted his own private nuclear bomb blast in an effort to convince the Department of Energy to move the proposed Nevada Test Site north of Las Vegas so as not to negatively impact his gaming concerns in Las Vegas. He did conduct the test which blew out windows as far north as Ely. To stumble unexpectedly upon its dire warning signs can be quite disconcerting and is best done in a 4x4 as there is deep sand and nothing out there, including no cell reception. Beyond Faultless is Moore's Station, founded in 1875 to service the Belmont-Tybo-Eureka Stagecoach. The original stone building is still standing, though now a private residence.

With some Powerade in my system, it was north through Sandy Springs Valley and a drop to Black Rock, a small oasis shaded by cottonwood trees at the edge of a big wash. About twenty years ago, some folks built a beautiful cabin and for a while opened a gas pump, but it closed. The cabin is still there. The shade disappears into cloudless sunlit skies — Railroad Valley where a cattle guard is a landmark. I ride past the oil derricks and turn right at the abandoned town site of Currant, motel and bar long shuttered. The landscape changes — more water — pinyons and junipers, the high peaks of the Egan range to the west.

From Ely, it was north again on US 93 through McGill to Lages Station, past the settlement of Currie, through sagebrush plains framed by long mountain ranges, the Ruby Mountains nearer to Wells. I scan for pronghorn. It's about



Bison Sign West Yellowstone



Wynne at Howard Hughes's at Project Faultless Nuclear Test Site



Greg Hutchinson with Mike Murphy at the Airhead's tent

**Stop near Showdown ski area on Hwy 89,
Kings Hill Scenic Byway**



four when I tune into the Weather Channel in my comfy room at Super 8 in Wells. One can't pass through Wells without eating at Bella's Restaurant, operated by Bella Cummins, Madam at Bella's Hacienda. She is hands-on, so if you're lucky, she'll be overseeing business and actually take your order.

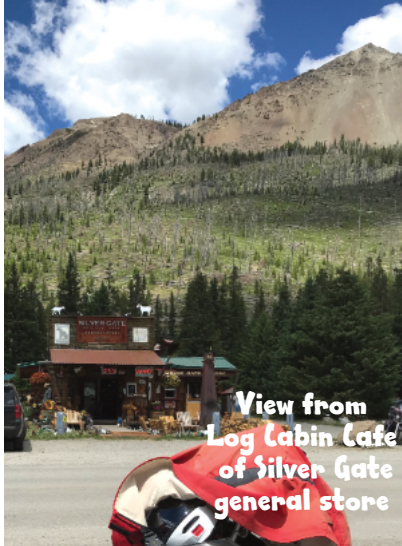
On Day two, after breakfast at Bella's, it was north to West Yellowstone, Montana—380 miles ahead. In Arco, Idaho, I noticed that the chain and sprockets were looking rough so I called Scott McKay, service manager at Sierra BMW in Reno.

"Didn't we just do the chain on the F800?"

"On the F650, not the F800," he said.

I stopped at the Honda dealer in Arco, but he didn't have a 520 chain so I called Sprocket Center in Fontana and they Fed-Exed a chain and sprocket set to the Rally headquarters. Before I left Arco, I found a mechanic in Great Falls—Westside Motorsports — and made an appointment to have the chain and sprockets replaced.

From Arco, I rode beautiful and lightly-traveled SH-33 to Rexburg, then north on 20 — the Targhee Pass Highway. Near West Yellowstone, meadows filled with yellow flowers lined the highway. The skies darkened and I was caught in a torrential afternoon thunderstorm. I stayed at a small motor court along the western boundary of Yellowstone National Park. The non-DOT Rotopax had swelled a bit, so I cracked



**View from
Log Cabin Cafe
of Silver Gate
general store**



Madison River Yellowstone National Park



Madison River Yellowstone

**Manhattan Cafe,
Shoehone Idaho**



**Big storm ahead
en route to Wells, Nevada**



the spout to vent it.

In the morning, I rode MT-191 around Lake Hebgen to MT-287, north through sagebrush country, distant mountains, and big ranches. On the outskirts of East Helena, I picked up I-15 north, which followed the Missouri River where drift boats lull between rocky cliffs. In less than two hours I arrived at the big BMW NorCal party tent at Montana Expo Park in Great Falls. I parked and unpacked the F800GS and went to Rally headquarters where I picked up the sprockets and chain, from friend Bernie Bjornson, from Plenty Wood, Montana, who had volunteered to work receiving.

I was at Westside Motorcycle Repair as soon as he opened. It was a nice, short walk back to the rally. I spent the day visiting vendors, etc. and picked up the F800GS around three. On Friday

**Lunch at the Owl, Eureka
waiting for
thunderstorm to pass**



night, I hitched a ride with BMW ON editor Bill Wiegand to the MOA sponsored dinner for contributors to the magazine.

When the rally ended, I rode east on MT-87 through plains yellowed by summer grass, then south on MT-89 through Lewis and Clark National Forest. Above Monarch, Montana, the narrow two-lane road paralleled Belt Creek through the curvy river canyon and thickly forested mountain landscapes. I spent the night at the Spa Motel in White Sulphur Hot Springs and soaked in their big spring-fed pools.

In the morning, I had a fine breakfast at the Branding Iron Café, then continued south to Bozeman on MT-191 to Big Sky and back to my favorite motor court in West Yellowstone. The national park entrance was a block from the motel and it was an absolute mob scene. I didn't get an early enough start the next morning to avoid the long line, but traffic was fairly dispersed once past the entrance. It was a lovely ride to the Log Cabin Café in Silver Gate for their delicious veggie burrito and a good cup of coffee. A gray, heavily-loaded and very dirty F800GS was parked out in front. Its rider sat in the booth across from mine so we sang the praises of his 2009 and my 2013 F800GS throughout lunch. I picked up a few stickers at the Cooke City General Store before heading back.

Eureka Nevada



The following day, I walked across the street from the motel, found a trail and hiked five miles round-trip into the thick forest of slender lodgepole pines. After a great spinach salad at Bullwinkle's, I spent the afternoon observing wildlife and learning about the decimation of our native large mammal population at the Grizzly and Wolf Discovery Center, where most of the animals were orphaned because some hunter illegally shot the sow within the park boundaries.

Where Cowboys throw their beer cans - Hwy50 west of Eureka



I had planned to ride south through Yellowstone to Jackson, but the roads were so clogged with cars, it was back to Targhee Pass Highway, south to Rexburg and across Idaho SH-33 to Arco, then south again on US-26 to Shoshone, where I stopped for lunch at the Manhattan Café, a classic 1960's diner, then south to Wells. In Jackpot, the summer monsoons began to build—the winds picked up and the skies turned dark. Twenty miles from Wells, I was caught in a torrential afternoon thunderstorm with heavy rain, powerful side winds and limited visibility. I held the handlebar tightly so as not to be blown into oncoming traffic.

I thought, "Only a few more miles and it's

Hwy 50 from Eureka to big Smoky Valley approaching thunder showers



dinner at Bella's."

My reward was a savory sautéed veggie dinner then listening to the Weather Channel back in my room at Super 8.

With an early morning start, I was filling up my tank at Chevron in Ely by ten. Instead of riding Hwy 6, I rode west on Hwy 50. Just as I pulled into Eureka, another downpour. I ate lunch at the Owl Club and waited for the storm to pass, then rode through sporadic rain to Hwy 376 just east of Austin. The skies cleared in Big Smoky Valley. Dust devils spun across the landscape. I spent the night at the quiet Jumping Jack Motel in Carvers — 320 miles for the day. Sadly, the Carver's Café was out of business so it was instant oatmeal and Folger's for breakfast. It was another beautiful ride with clear skies past Round Mountain Gold to Tonopah, then home to Bishop — 175 miles.

A week after arriving home, I went down in Los Angeles for my annual checkup and was told I had a mass — damn cancer. By New Year's I had finished surgery and radiation. The next two months were spent recuperating and building up enough strength to ride my F650GS to the NorCal campout in Death Valley. I had planned to take my RV and two dogs to the '49er in Quincy but another NorCal rider was passing through Bishop and suggested we ride to Quincy. I had never missed a 49er since joining the club in 2008. On Thursday, I rode the bike to Ozzie's where Mike, the Rotax single master mechanic, did a few repairs to the headset. On Friday, I enjoyed a great solo ride doing the first Poker Run. Then on Saturday, while waiting at an intersection for two other riders who stopped along the road and were catching up, I saw a white helmet in my left side view mirror—and boom! My beloved F650GS, which had taken me to Alaska and earned the 100k BMW high mileage award was no more. Now, without a motorcycle, I look back at my trip to Great Falls and am so happy I went

Thunderstorms along Hwy50



Wynne Benti

The final stretch past Round Mountain Gold



Sixty miles from home

JULY 2023 CAMPOUT AT BEAR RIVER CAMPGROUND, PIONEER



Historian Report - Bear River July 29, 2023

The Bear River campground is located among the beautiful blue lakes and Western Sierra pines of The El Dorado National Forest. The nearby 727-acre Lower Bear River Reservoir sits at 5,800 feet and is owned by PG&E. While the Lower Reservoir has easy access for boating and swimming the Upper Bear River Reservoir can only be reached by a trail.

A small fresh water alpine spring known as Tragedy Springs can be found 14 miles up Hwy 88. In 1848, three men were scouting a path to the Mormon colony in Salt Lake City Utah, and despite warnings from the rest of their company they went alone. These three men were later found dead with their bodies burned and buried by what was speculated to be the local Washoe Native American tribe. Today, a plaque marks the location of this event. The remaining company of travelers consisted of 45 men plus one woman (which is interesting considering they're Mormons), 17 wagons, and 300 animals.

After paying their respects and creating a burial site, they continued on and pioneered a new route through the Sierra which required two dozen water crossings and is now known as the Carson River Route. After word got out about California's gold discovery, the 49er miners frequented this route local lore also alludes to the use of this route by no other than the venerable Snowshoe Thompson.

It is difficult to travel through California without coming across one of the many burn scars created by recent wild fires. Last month's historian's report mentioned the Mosquito fire near Uncle Tom's Cabin. Just north of Bear River campsite, was hit in 2021 by the Caldor fire. Two men were target shooting near an old logging town called Caldor and started the fire that spread to over 200,000 acres, dwarfing the Mosquito fire of 76,000 acres. 20,000 people were evacuated and 1000 structures lost. Fortunately, no deaths and only two non-fatal injuries were reported. The Caldor Fire made its way through Tragedy Springs helping solidify the landmarks name.

Chris King (Historian) & Jamie Lynn (Assistant)







NORCAL TECH DAY AUGUST 5 , 11AM TO 3PM

Moto Guild has is a great Sponsor of the Club, hosting our monthly Board of Directors meetings, as well as donating the use of their facilities for club members twice a year.

Just in time to get your bike ready for the Range of Light and the Fall Rallies, Moto Guild is donating the use of two workstations (including lift and tire change machine) for the Club's Tech Day on August 5, 11am to 3pm.

To maintain the good will of the good folks as Motor Guild, we need to make sure that we follow the rules:

1. Board Members or other designated members are responsible for ensuring that all rules are adhered to.
2. Everyone **MUST** complete/sign Moto Guild's liability wavier **BEFORE** using the facility.
3. Be appreciative and respectful! **MOTO GUILD IS DONATING** time and space for this event that it would normally be charging customers for.

SUPPORT MOTO GUILD!

Please **purchase your supplies and parts from Moto Guild**. MG stocks oil, filters, brake fluid and coolant for your bike and will order tires, brakes and any other parts needed.

Moto Guild's pricing is VERY competitive.

Please order in advance, delivery is normally 2 business days for non-stocked items, like brakes and tires.

4. Use of the tire change machine **MUST be supervised by (Moto Guild) or authorized Club Members** at all times.
In order to get authorized, you need to participate in one of their Tire Changing Workshops. These workshops are offered several times each month. Please keep in mind that being authorized does NOT qualify you to train your friends on the machine! If you want to use the machine and are not authorized, find a club member that is.
5. Please do not make a mess and clean up the work area after you have completed your work.
6. Moto Guild must pay state mandated **recycling and disposal fees** for tires and fluids, these fees are passed along to customers:

RECYCLING FEES

TIRES - \$6/tire for tires purchased at MG and \$13/tire for tires purchased elsewhere
OIL, BRAKE FLUID AND COOLANT – no fee if purchased at MG,
\$6 if purchased elsewhere (up to 4 quarts)

7. Moto Guild will be open to paying customers during the Club's event, so be courteous and use only the work spaces dedicated to the Club.
8. Tip Moto Guild staff for their help!

Food will be provided by Puck Ananta of the famous Osha Thai restaurant.

This is a NorCal Member Only event. Registration Required

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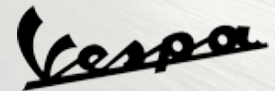


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*Board Member

EVENTS

Members Tuneup Tech Day Clinic

05 Aug 2023 11:00 am - 3:00 pm
Motoguild San Francisco
849 13th Street San Francisco
Members only registration required

Board of Directors Meeting

08 Aug 2023 7.00pm via a Zoom web conference
call. To attend - register on BMWNorcal.org, Events
page - details will be emailed.

August Second Sunday Breakfast

13 Aug 2023 8:00 am
Black Bear Diner,
700 Bancroft Road, Walnut Creek, CA 94598

August Member Meeting and Campout

25-27 Aug 2023 Badger Flats Group Campground,
Kaiser Pass Rd, Lakeshore, CA 93634
Registration required

The 2023 RANGE OF LIGHT GYPSY TOUR!

01 – 04 Sep 2023
Elk Creek CA 95939
Registration required

ANNIVERSARIES

July	Marcelo Fernandez	5
	Steven Salter	5
August	Luis Arevalo	5
	Maria Stockdale	5
	Matthew Stockdale	5
	Jack Walshe	10
September	Tim Booth	20
	Anthony Lassos	5
	Mike Murphy	5
	Karl Paulson	5

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