

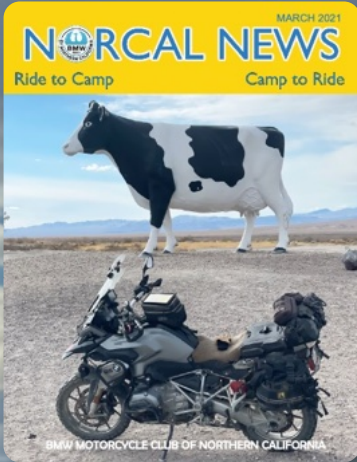
NORCAL NEWS



Ride to Camp

Camp to Ride

April 2024



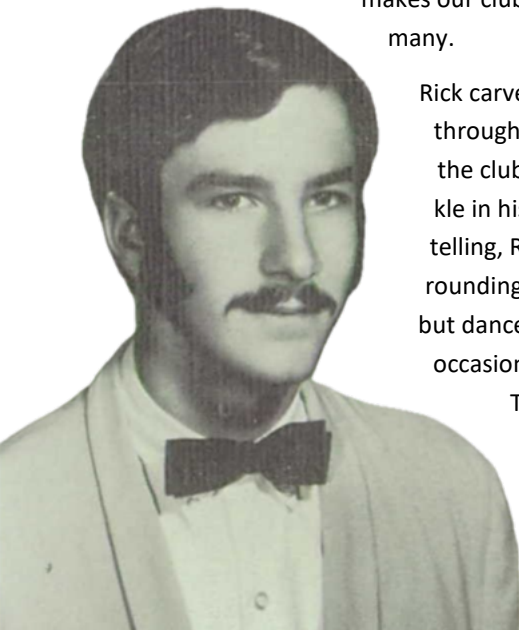
BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA



REMEMBERING RICK WEBB

In the five years that I had the privilege of knowing Rick, the layers of Rick’s character unfolded, revealing a person deeply rooted in his love for the club, genuine conversations, and the hum of his beekeeping world. While my knowledge is but a sliver of his life’s tapestry, it is abundantly clear that Rick is a cherished member of our community.

Since 2001, Rick has been an unwavering presence in the club, contributing not only his time but also his passion for fostering connections. He would be the first one to welcome new members. He valued every relationship he made with members of our club. He would be close to the first one at camp and the last to leave. Ensuring he had time to make connections with everyone. Even in the early hours, before coffee had its chance to work its magic, Rick’s enthusiasm for camaraderie shone through. His energy was bright, whether it was a hearty greeting, a shared laugh, or a debated conversation. His love for the club is palpable, radiating warmth in every conversation and creating an atmosphere where camaraderie thrives. Rick is not just a member; he is a living testament to the spirit that makes our club a second home for many.



Rick carved a unique niche through his memorable role as the club’s historian. With a twinkle in his eye and a flair for storytelling, Rick’s history of the surrounding area not only unfolded but danced with humour and the occasional sprinkle of sarcasm.

Through his unique perspective, the history of our surroundings became not only educational but

President's Column



downright entertaining.

Rick graduated from Oxnard High School in 1970 and attended UCSB. Rick referred to himself as a “Jack engineer” without a degree. His ability to approach life as a jack-of-trades, without the formal title, added a charming and down-to-earth quality to his persona.

Beyond his involvement in the club, Rick had an equally fascinating passion for beekeeping. He was a member of the Pleasant Hill Beekeepers Association.

While our knowledge of Rick's life may be a snapshot, his impact extends far beyond my understanding. His enduring presence in the club for more than two decades and his dedication to the intricate world of beekeeping are testaments to a life well-lived and passions well-pursued.

As we celebrate Rick, let us honor not only the years he has devoted to the club but the unique person he was. I find myself longing for just one more conversation, one more burst of enthusiasm, and the joyous cadence of his unique storytelling. Though our ears may ache for his lively chatter, the echoes of his vibrant spirit resonate in the stories we share. Rick, your voice may be silent, but the memory of your ceaseless banter will forever be the melody that plays in our hearts.

Rest Easy Rick
Love - Your NorCal BMW Family



Tresha Holloway, President



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Editor's Corner

One Thousand Seven Hundred and Twenty Two miles, up at 6am, on the bike by 8am and back at camp by 5pm everyday for 6 days..... That was my first Death Valley experience and what a great by exhausting experience that was.



A pretty big shout out goes to Delf Hedde on this one too, He took charge of pulling together a great route for the trip which even started us off heading in the wrong direction, to Lake Tahoe where we were lucky enough to travel over to the Kirkwood Ski Resort in a small window where the road was open. Mid trip we even sold the 49er rally to two individuals out riding their bikes and looking for more adventure. We stayed at a

Membership Anniversaries



5 Years	Ron Boeck Mark Gregory Job Magnussen	Eric Dugger Jerry Hale
10 Years	Paul Bosco Peter Hamel Fred Montano	Randy Fujishin Lance Harrison
15 Years	Mario Bajandas Ted Crum Ralph Wholey	Bob Bemer Peter Oxenbol
30 Years	Charles Petrie	
35 Years	Sam Hudnall	



@thebritnickd

hotel that first night only to later find out that just one day later Chris King, club historian, also stayed in that same hotel, and strangely in the same room, #80. We made a pact right there on making sure Jamie doesn't hear about it else she'd be teasing us with the comment, 'remember when you shared the same bed'.

Once we set out on the southbound leg of the trip there was very little freeway and much adventure, many photos of which were posted daily on the club Instagram account (@bmwclub_norcal)

Delf's pre-planning made all the difference on this trip, never once did we need to ask, 'what shall we do today?' We had full agendas laid out, got to check off numerous bucket list items in any single ride, and we maximized on a trip that could have easily turned into nothing more than time hanging out at the campground—and a lot further away.

I highly recommend that if you go on the 2025 Death Valley adventure, you also take the time to plan out your route, as there is so very much to see and good planning will ensure you see it.



Nick Dutton





Louise Powers, take on the role of mentor. Louise Powers, along with her team, have been teaching GS riding skills since 2015, guiding newer riders through motorcycle maintenance, navigating challenging terrains, and building confidence. This mentorship bridges the gender gap and empowers women to fearlessly pursue their passion.

Achievements on and off the Road:

The achievements of women adventure riders extend beyond conquering stereotypes. Figures like Louise have been instrumental in teaching the in's and out's of GS riding skills, boosting adventure skills, and instilling confidence in riding in the wild. These achievements inspire others to dream bigger, break barriers, and embrace the thrill of the ride.



Off-Road Education:

For women seeking to enhance their adventure riding skills, clinics provide a unique opportunity. Louise is a BMW MOA Board member and is a world-travelling Adventure Rider with tens of thousands of miles racked up on her bikes. At just under 5' 4" tall, Louise has a unique understanding of what it takes to ride "big" adventure bikes. Designed for female riders with on-road experience, these clinics focus on four core elements—Balance, Braking, Clutch, and Throttle Control. Fundamental skills are critical for achieving success on an adventure motorcycle, and the clinic aims to hone, combine, and enhance them through instruction, drills, and coaching. Such initiatives are crucial for building skills and confidence in an off-road environment, empowering women to take their adventure riding to the next level.

Empowering Women: Conquering the Adventure Motorcycle World, On and Off-Road

In the exhilarating realm of adventure motorcycling, women are not only breaking barriers on the open road but are also conquering off-road challenges in a predominantly male-dominated world. This journey involves more than just riding; it's about rewriting the script and proving that adventure knows no gender boundaries.

Challenges and Triumphs on the Road:

Before venturing onto the open road, women who ride big adventure motorcycles face a series of challenges stemming from this historically male-centric motorcycle industry. The struggle to find gear and equipment tailored to women's needs highlights the need for inclusivity. On the road, scepticism and assumptions about their abilities create additional hurdles, fuelling the determination of women adventurers to shatter stereotypes and redefine their place in the motorcycling world.

Strength in Unity and Mentorship:



Despite these challenges, a supportive community of women riders has emerged, both on and off the road. Female motorcycle clubs and online communities provide a platform for sharing experiences, advice, and encouragement, fostering a sense of belonging. Beyond camaraderie, mentorship plays a crucial role as experienced female riders, like

As more women step into the saddle of big adventure motorcycles, the narrative of a male-dominated subculture is evolving. Women are not just challenging these stereotypes; they are rewriting the script, proving that the love for adventure knows no gender. Through resilience, camaraderie, mentorship, and a passion for the open road, women riders are paving the way for a more inclusive and diverse future in the world of adventure motorcycling. The roads ahead are not just for the fearless; they are for those who dare to redefine the limits and triumph against all odds.

Join us this year for our Club's 52nd annual 49er Rally. Whether you're a seasoned rider or a newcomer to the world of motorcycles, the 49er is designed to bring together enthusiasts for a weekend filled with thrilling experiences.



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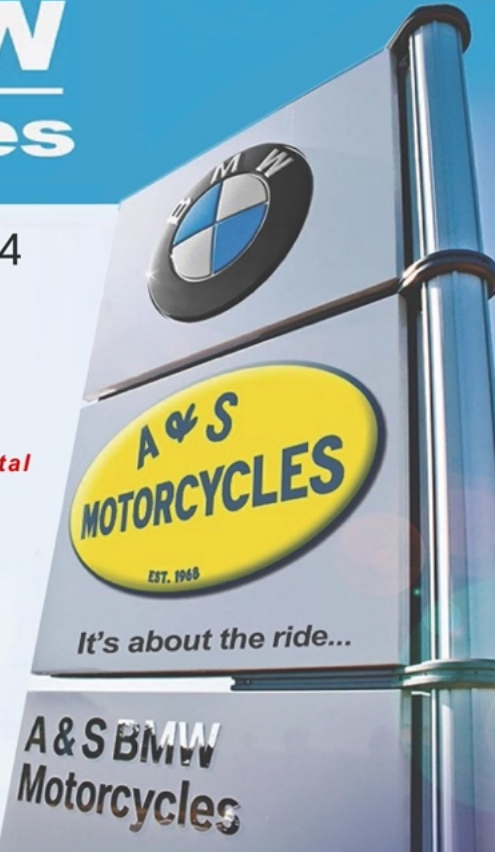
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May 24-26, 2024

MARIPOSA COUNTY FAIRGROUNDS , CA

Here is another reminder of the great training opportunities that will be presented to you at the 49er Rally and a reminder to take advantage of a stipend from the MOA Foundation's Paul Bachelor Grant.

The Foundation reimburses MOA members for up to 25% of the cost of participating in an approved training course with a minimum rebate of \$50, and a maximum rebate of \$200 per individual per year. This is easy money folks!



You may apply for more than one rebate up to the maximum of \$200 per year. Keep in mind that **request must be received 30 days before the start of the training** – so, make sure to sign up for the training and request your rebate [before April 22nd](#)

Riders who take their bikes off paved road are regularly reminded of their limitations, therefore they seem to be way more inclined to seek out additional training and expert guidance. With the growing popularity of ADV riding, several training providers came into existence, and we have always been able to secure the service of good ones for the rally.

Riders who stick to the pavement seem to be convinced that their skills are just fine, and (except for track schools) very few training providers can stay in business trying to teach these folks 'new tricks'. For this year's 49er, we were able to find a great school, and we think that everyone could benefit from their lessons.

Training Opportunities



On Pavement Training: Slow Ride:

Everyone can improve their slow speed riding skills. Slow Ride Motorcycle training will be at the 49er providing their top-notch Police Style Riding courses for improving your slow speed riding! Slow Ride's mission is advancing your rider skill level accomplished through focused coaching in a non-stressful learning environment.

The courses are taught by instructors certified in police motorcycle instruction and are active or retired police motor officers with over 60 years of combined training experience and are well-versed in the field of motorcycle safety.

If you're a motorcyclist and you ride often, you've probably experienced a low-speed maneuvering issues at one time or another. Often, the failure to control a motorcycle when the speeds get under 12 miles per hour from activities including slow tight turns or weaving around an obstacle, usually results in a drop or tip over. If this describes YOU, then you need to attend the Slow Ride Motorcycle Training course.



The Slow Ride **Intro Course** will cover correct control of clutch, throttle, and rear brakes to balance the motorcycle at low speeds. All techniques we use will be discussed, demonstrated, and then coached on a one-on-one basis.

This Slow Ride **Advanced Course** was designed for a more experienced rider looking to up their game, or for those riders that completed one of our introductory courses in the morning. During this phase of training, our instructors will take you through a step-by-step process that will help you master the low-speed maneuvering techniques needed for U-Turns, turns from a stop, and more.

The team from Slow Ride will offer beginner classes on Friday and advanced skills on Saturday.



Women's Off Pavement Training with Louise Powers

If you feel more comfortable learning riding skills in a female-centric environment this is the class for you.



Louise Powers has been teaching the in's and out's of GS riding skills since 2015.

She and her crew will take you through a fun day meant to boost adventure skills and help you gain confidence. No matter your skill level riding, you will build important skills and confidence to take your bike off the road.

The course focuses on four core elements—**Balance, Braking, Clutch, and Throttle Control**—which are critical to achieving nearly all you would ever want to accomplish on an Adventure Motorcycle. These fundamental elements are where your training will begin. Through a series of instruction, drills, and coaching, Louise and Shawn will hone, combine, and enhance these core elements, thereby building your skills and confidence in an off-road environment. This course will be offered Friday morning and be followed by a guided tour to practice and develop your skills on an off-road trail.

Off Pavement Training: RawHyde:

We are happy that the crew from RawHyde is back to bring their leading curriculum directly to you at the 49er in a scaled-down version. No matter if you just want to gain some confidence for the unpaved parts of the road that lead to the campsites, or if you are a veteran of many BDRs. Eric and JJ will show you some new tricks.



The **Intro Course** is a scaled-down version of the 2-day Intro to Adventure training program offered at the RawHyde facilities in California and Colorado. Riders without previous experience in riding off-road or those looking to significantly increase their comfort off-road will benefit from the skills taught during this course. The course will cover the top five mistakes all street riders make in the dirt as well as teach you a series of "building-block" skills that will get you comfortable with the basics of riding the dirt roads of the world.

Topics covered include:

- Body position for effective off-road riding
- Throttle, brake, and clutch techniques (requires more finesse than street riding).
- Weight-shift techniques for steering.
- Balance techniques
- Turning technique using counterbalancing.
- Obstacle avoidance.
- How to control front and rear wheel skids.

The **Intermediate Course** is a scaled-down version of the Next Step curriculum and is best for those that have some comfort riding off-road and understand the basics of counterbalancing, throttle, brake, and clutch control controls training program but what to refresh and hone those skills as well as develop them to the next level. This is a great class for riders who have already taken a beginner course and want to reinforce the learnings, eliminate bad habits and gain greater confidence riding off-road.

The course includes a refresher in the basic skills such as body position, counterbalancing, controlling front and rear wheel skids, and throttle brake and clutch control.

After the refresher, the course will cover:

- Narrow line riding. One of the most important skills on a motorcycle is "putting the bike where you want it". This skill will be developed or enhanced with drills and exercises that focus on "holding the line" from actual trail riding scenarios to riding between parallel logs and other similar exercises.
- High-speed braking and the basics of skid turning – many people are fearful of "locking up the brakes", but if you know what to do skidding is a great way to either initiate or finish a turn.

Time allowing, the course will also cover:

- Hard acceleration technique on dirt and gravel.
- Hill climbing & traction control.
- Descending steep hills in a controlled manner.
- How to recover from a stall on a steep hill.
- How to turn around, fully loaded on a steep hill.

Both courses will be offered on Friday and Saturday, with training on the Fairgrounds in the morning followed by a guided off-road ride that enables you to put your skills to use.



Death Valley Fast Facts

- **Location:** California
- **Size:** 3.373 million acres
- **Visitors:** Death Valley National Park welcomes over 1,000,000 visitors every year.
- **Elevation:** Death Valley is the lowest point in North America.
- **Annual Precipitation:** Death Valley typically gets 2.20 inches of rainfall annually.
- **When Did It Become A National Park?** Oct. 31, 1994

Death Valley, California

by two of the group, William Lewis Manly and John Rogers, who had previously learned to be scouts and as the group climbed out of the valley over the Panamint Mountains, one of the men is believed to have turned and looked back, to say "goodbye, Death Valley."

This name, and the story of The Lost '49ers have now become part of western history and not to be confused with the riders that couldn't accurately load 'Mariposa Fairgrounds' into their GPS come the 49er Rally in May.

The latest club ride was to the largest national park in the contiguous US, the infamous Death Valley, a land of large extremes as it is **the hottest, the driest, and the lowest-elevation in all of North America.**

At only 282ft (86m) below sea level, Death Valley is the driest place in North America, with some areas receiving less than two inches of rain per year, and is the location of the highest recorded temperature ever recorded in the United States at 134 °F (56.7 °C) on July 10, 1913 by the Park Service's only airport, Furnace Creek.

While these hot temperatures are an extreme, the location regularly experiences temperatures in excess of 120°F, and yet remains the home to over 52 different types of wildlife, wildflowers that bloom and more than 300 people. Strangely though Death Valley has also experienced snow on the valley floor when 0.5 inch of snow was recorded at Greenland Ranch, the official recording station on January 29, 1922.

Scientists also suggest that both the limestone and sandstone found in the Funeral and Panamint Mountains indicate that **this area was the site of a warm, shallow sea throughout most of the Paleozoic Era (542 - 251 million years ago)** and as time passed the sea began to slowly recede to the west as the land was pushed up.

Death Valley was given its threatening name by a group of goldminer pioneers lost there during the winter period of 1849-1850. The group had got lost in the area and had assumed they would die there but its believed that only one of them actually did. The group were rescued

Lake Manly

A temporary lake some 6 miles long, 3 miles



wide formed on the top of California's salt flat thanks to Cali-



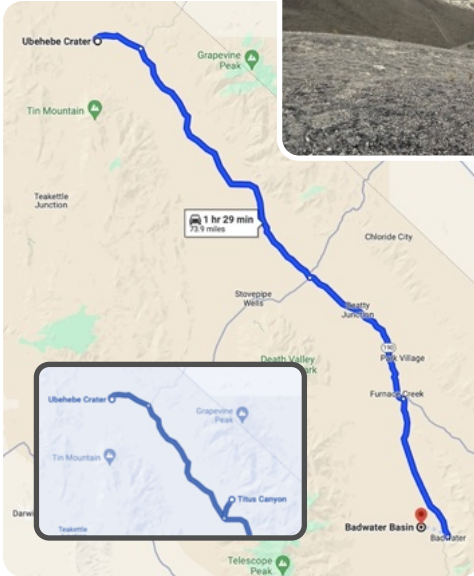
fornia's Atmospheric rivers and the recent tropical storm, Hilary.

This temporary lake, in the Badwater Basin, is however only 1 foot deep and has attracted Kayakers seeking bragging rights from this unique experience, something that last happened in 2005, and then only for one week before it dried up.



Ubehebe Crater

Nearly 75 miles away from the Badwater Basin is another natural and magical wonder,



the Ubehebe Crater or Wosa to the Timbisha Shoshone Tribe of Death Valley. Unlike many of the many vistas in this area many of which are typically millions of years old, the crater is only about 2,000 years old. The crater is not a result of a meteor im-

act, instead it is a completely home grown. Rising hot molten rock turned ground water into steam generating intense pressures which in turn created a superheated combination of steam and rock that eventually exploded, creating the crater.

The crater showered rock over 6-square miles and is 1/2 mile wide and 500 ft deep making it the largest crater of its kind in the area.

Titus Canyon

By backtracking 30% of the way along the route from Badwater to the Creator you can come across a small dirt-track that leads to the exit of the 27-mile Titus canyon. A narrow, twisty thrill ride which lies in the Grapevine mountain range and links the Californian South Eastern land span to that of the South Western Nevada land span.

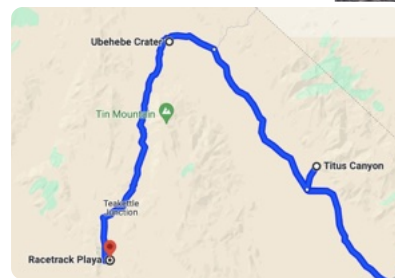


Titus Canyon is that 'must see' dirt road that all the adventure riders talk about due to its tall sides, vivid colors and technical riding..... or at least, it was. As a result of the storms that gave us those potentially once-in-a-lifetime experiences at Badwater, Titus got obliterated as a road for those looking for two wheel adventure. Titus continues to be a visual spectacular, but the track is now more of a river

bed, made up of large river rocks everywhere, even just to walk up requires judgement and care. Its likely many years before Titus opens up to traffic again, and potentially may never again, but we can hope. It does however remain a good place to stop simply to take in the beauty.

The Racetrack

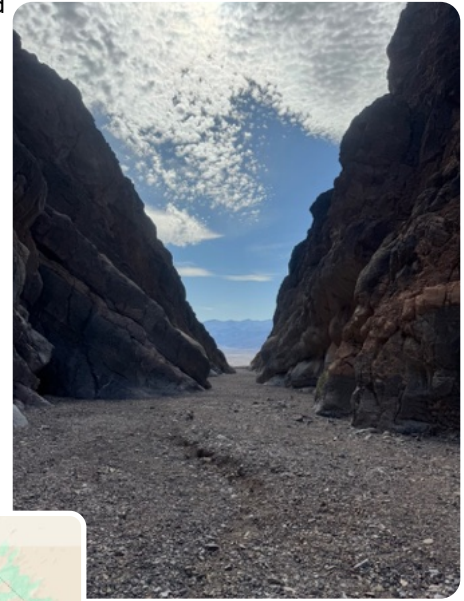
For the adventure bikers out there, the Racetrack is also another fantastic location that can be got to by riding a dirt road from the crater.



By mileage, the race track is less than 30 miles away from the crater but with road conditions including fine sand and river rocks, a 2hr one-way ride isn't an unreasonable expectation. With such an investment in time, is the Racetrack worth it?

The Racetrack Playa is approximately 3miles by 1.2miles and made up of a hard, smooth and level dried clay. By itself, this offers an

awe inspiring view but this isn't, in isolation, what makes the location famous. Rocks weighing in excess of 700lbs travel across the surface and the phenomenon was originally thought to be caused by wind pushing rocks on a wet and slippery surface but more recent conclusions point to the rocks being transported by thin ice melting in 4-5m/s winds. The moving rocks leave tracks in the clay surface but haven't been the only tracks found here. In 2016, ten additional miles of tracks were added when a suspected drunk driver drove an SUV over the Playa surface in an erratic manner and added SUV tracks with spins and wild swerves to the landscape.



Dante's View of Lake Manly

In the valley there is so much to see, but taking it all in at once emphasizes how much of a spectacular place Death Valley actually is. Only a short ride out and over a 'trailer prohibiting' 15% gradient is Dante's View, some **5,575 ft (1,699 m)** above the Badwater Basin, and on the ridge of the Black Mountains. Dantes View is a favorite spot for photographers, because..... Wow.



Lake Manly is a pluvial lake in Death Valley, California. It forms occasionally in Badwater Basin after heavy rainfall but is actually also fed by a number of hidden rivers, one being the Amargosa River. The river bed

is dry for most of its 185-mile length because the river flows underground only surfacing where it encounters solid rock layers that force it to the surface or occasional flash floods overwhelm and fill the channel. The Amargosa River originates in the hills north of Beatty, Nevada (also the only place to get cheap (*er*) fuel and *some* groceries for miles) flowing south before an abrupt North Western turn near Durmont Dunes, California, ending its journey in the Badwater Basin.

Odd Stuff

Leaving the epi-center of Death Valley doesn't mean the things to see mysteriously evaporate also.

In fact, there are some really odd things in the middle of 'nowhere' that can be note worthy and grab attention. There is the International Car Forest, a random airplane parked up miles from anywhere outside a defunct Nevada brothel called "Angels Ladies", and there is even the world's largest ammo store that truly does appear to just go on, and on, and on



The International Car Forest

Just accept this as art, because if you don't—there is no suitable explanation. The full name of the exhibit is, 'The International Car Forest of the Last Church' which exists some 100 miles away from Death Valley's Furnace Creek, in the town of Goldfield. The car forest was created by longtime Goldfield resident Mark Rippie, whose vision was to break the Guinness World Record for the world's biggest car forest. He was joined by artists Chad Sort and Zak Sargent, the three set to work, burying the noses of more than 40 vehicles.

US Army - Joint Munitions Command

Hawthorne Army Depot (HWAD) is housed on 147,236 acres. It has 414 administrative and storage buildings, and 2,094 magazines providing an explosive storage capacity of 7,685,000 square feet. It stores conventional munitions, demilitarizes and disposes of unserviceable, obsolete and surplus munitions; and maintains serviceability through inspection and renovation to ensure munitions readiness.



The Naval Ammunition Depot Hawthorne was established in September 1930. It was redesignated Hawthorne Army Ammunition Plant in 1977 when it transferred to Army control as part of the Single Manager for Conventional Ammunition. In 1980 it converted to government-owned, contractor-operated (GOCO). In 1994, it ended its production mission and became Hawthorne Army Depot.



Angel's Ladies

Near Beatty lies another oddity by way of a closed and defunct brothel called 'Ladies Angels'. What makes the ranch unique is the derelict twin engine aircraft that sits at the front gate of the 70-acre ranch where the 5,000ft facility once operated.

The wreck of the aircraft has sat there since May 28, 1977 where it crashed during a promotional stunt on the property. The NTSB report claims it was a Beechcraft C-45G, registration N6065V, when it crashed at Frans Star Ranch (previous name of Angel's Ladies ranch) through engine failure and collided with wires/poles.



The aircraft had 1 crew member and 3 sports parachutists and had departed Davis, Ca. with an intended landing at Beatty, NV. The pilot, aged 43, was commercial rated with 548 hours in the type of aircraft. He was not instrument rated, but weather played no factor in the accident.



Bovine of the Desert (The big cow on the front cover)

"Alphie" began her life atop the Holy Cow Casino & Brewery in Las Vegas from 1993 through 2002 when it closed, at that time she also adorned a fabulous set of sunglasses. After the brewery's closure, plans were made to replace it with a \$700 million, 940-foot condominium tower to be named the Summit. In 2005, due to Ivana

Trump's involvement in the project, it was renamed Ivana Las Vegas. The former Holy Cow remained a sales office for Ivana Las Vegas until the project was dropped. The building was demolished in April 2012 and a Walgreens has sprouted up where Alphie once proudly looked out over Las Vegas Boulevard and Sahara Avenue.

Longstreet Inn and Casino owner Jim Marsh bought Alphie for \$2,200—not including the cost of transporting her the 95 miles from Las Vegas to his casino hotel near Pahrump. In 2002, Marsh had Alphie hauled to her new home and placed in the parking lot of the Longstreet.



"Let's stop for some water, OK?"



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THE ELDERLY, ROUNDABOUTS, AND DRIVER LICENSING

It is expected that in 2030 more than 70 million people in the US will be 65 or over, and 90% of them will have a driving license. In the US there is no maximum age by which, on the public road, a person can not be a legal operator of a vehicle, but with that said, state licensing agencies can and do implement certain checks to ensure those individuals can operate a vehicle safely before they renew their license.

The US also does not have a national driving standard that dictates what these checks are and so individual states are free to determine their own standards and the checks imposed differ substantially state by state.

The Insurance Institute for Highway Safety performed a study and found a common requirement across most states is to obtain a satisfactory proof of vision but the age requirement for this check was very different based on the location. Maryland imposes vision checks on all renewals starting at the age of only 40, while in Florida the check doesn't start for many decades later at the age of 80.

Commonly, the license renewal process in most states allows for 'mail-in' applications but again based on location the ability to perform renewals in this manner may become invalid after a certain age, in California this is at 70. Whilst for many, these checks are an unwelcome annoyance most will also recognize how things have changed over their lifetime and when pressed, do understand the need.

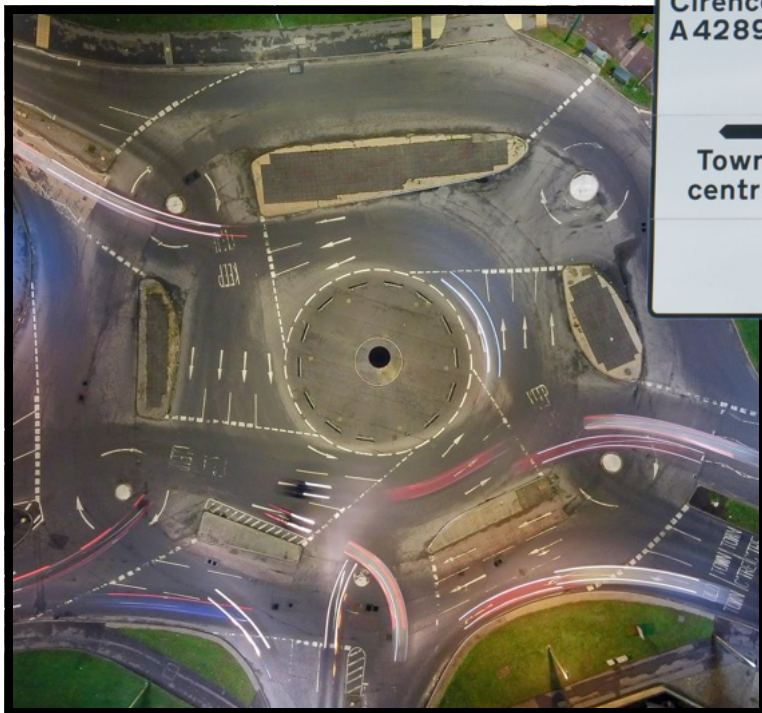
Illinois, does likely have the most stringent requirements for their population. Drivers in Illinois not

only need their vision testing, but they also require the individual take a written test every eight years unless their record is free of traffic convictions. Drivers in Illinois aged 75 and over also need to pass a road test. The institute's finding also found that the state had lower insurance claims by drivers over 75. The thinking behind Illinois' position is that most drivers have not studied for a driving test since they were teenagers and driving regulations, vehicle performance characteristics along with driver aids have all changed substantially. States across the US are also implementing new road layouts common outside of the US that help improve both safety and traffic flow, but of which can be somewhat alien to those that were never taught how to use them—the roundabout or 'traffic circle' is a common example.



When Americans talk to the British about roundabouts, you will often notice a subtle smirk appear in the corner of the British persons face. This is because roundabouts are.... easy, but the perceived fear of them by those that don't know them can be a great source of amusement. Inevitably the conversation will get to one of the landmark roundabouts in the UK, officially the County Islands Roundabout though commonly referred to as 'the magic roundabout'.

Opened in September 1972 the new roundabout consists of five mini-roundabouts surrounding a sixth central and anti-clockwise roundabout. When the roundabout was installed accidents at this junction plummeted, and over time the roundabout has proven to hold one of the lowest accident rates in the country..



As I ask the next question, know this.... I am already smirking. "How do you think you would do if the Magic Roundabout road sign appeared on your trip?"

You should also remember that stop signs are nearly never used on roundabouts outside of the US—you are never supposed to stop. Stopping impedes traffic flow which is not the design intent of a roundabout.

The Magic roundabout has no stop signs.

Nick Dutton



Delf's Safety Column

Are you prepared???

Rick's tragic accident on the way to the February campout should be a reminder to everyone that bad things can happen to very good riders. Fast!

It is pretty much my mission in this column to remind you that riding a motorcycle is a risky activity, and that you should take every opportunity to increase your skills and minimize that risk whenever you can.

But there is also the other side: What if you come around a corner and are confronted with an accident scene? You see a crashed bike and a rider in distress? Are you prepared to act? Do you feel confident that you can secure the scene, effectively contact the EMS, and render initial assistance? The life of a fellow rider might depend on your ability to act purposeful and decisive in a situation like this. And as we saw in case of Rick's accident, it can take a very long time until professional First Responders can make it to the accident scene.

Because of thoughts like this, Bert Lenkins and I took the Accident Scene Management Course back in August of 2022 (see my article in the October 2022 Newsletter: (Scan QR Code)). Since then, I have taken follow on classes and became a member of that organization.

"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."

This organization is very close to my heart and I highly recommended their classes to all riders!

Unfortunately, they have very few instructors in California, so very few classes are offered here. The board is still working on organizing a local class for club members.

One of the things everyone can do, is keep their First Aid/CPR certification up to date. While the training offered by the Red Cross or the American Heart Association is not specific to motorcycle injuries, it will provide you with a solid foundation. Classes are offered in many locations, nearly every day of the week, and a good portion of the class can be done online. Cheap, convenient, and easy training, that can save a life! There is no excuse not to do it!



Another thing, that I find extremely helpful, is to carry a folded paper card which reminds me of the priorities when coming across an accident scene:

- **Prevent Further Injury!**
Don't add to the body count. Before you rush to help the injured person, make sure the scene is safe.
- **Assess the Situation!**
Again, don't rush to the first victim you see. Try to understand what happened. Are there additional people involved that are not in plain sight. Prioritize! The person screaming the loudest is not always the person most in need of help.
- **Contact the EMS!**
Know how to reach them (Cell, Satellite) and understand what information they need.
- **Treat Injuries using ABCSS of Trauma!**
Airway, Breathing, Circulation, Shock, Spinal Stab.

The cards also have a section to record the SAMPLE information gathered from the victim (*Symptoms, Allergies, Medications, Past Medical Problems, Last food and drink*) as well as personal information and contact information from witnesses.

We have put a copy of this card in this magazine, so you can print, cut out and carry it with you.

The club will also order a supply of these cards from the Road Guardians and make them available to club members.

Be a smart rider and keep honing your riding skills. But also, be prepared to help when your help is needed. It is much better to be prepared for something that may never happen than not to be prepared when it does.

Delf Hedde



Prevent Further Injury

1

1. Move vehicles completely off road
2. Make yourself & accident site visible
3. Get trauma kit
4. Leave 100ft. perimeter for EMS
5. Move injured to safety only in necessary

ABCSS: Airway

1. Open airway using 'Jaw Thrust Maneuver'
2. Look, Listen and Feel for Breathing

A

ABCSS: Breathing

- If no Breathing Detected
 - Give TWO (2) initial breaths
 - Then, ONE (1) every 6 Seconds

B

Assess the Situation

2

1. Life threats
2. # of vehicles involved
3. # of injured people/pets
4. Suspected injuries
5. Speed
6. Safety equipment

ABCSS: Circulation

- Control Bleeding
 - Direct Pressure
 - Pressure Dressing
 - Hemostatic Dressing
 - Tourniquet (If needed)

C

ABCSS: Shock

- If possible, lay person flat & bend uninjured legs
- Cover to keep warm & stay calm

S

Contact EMS

3

1. Dial 911
2. If no signal, try texting 911
3. Provide
 - ✓ Location
 - ✓ # Injured
 - ✓ # Vehicles
 - ✓ Possible injuries
 - ✓ Provide SAMPLE

ABCSS: Spinal Stabilization

- Head & Neck injuries should be suspected in **ALL** crashes
- Assist the individual by telling them everything you are doing
- Support the head and neck
 - Do not cover ears
 - Do not apply traction

S

SAMPLE



Name
Phone # (Significant/Other)
Signs/Symptoms
Allergies
Medications
Past Medical Problems
Last Food/Drink
Events (Leading to Accident)
Witnesses (Name/Phone)



(P)revent Further Injury
(A)ssess the Situation
(C)ontact EMS
(T)reat Injuries

Take the
Accident Scene Management Course
 by www.roadguardians.org

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SAMPLE

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(A)ssess the Situation
(C)ontact EMS
(T)reat Injuries

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Election Time



Heads up everyone – we will have a big slate of open board positions at this year’s election meeting in June. Now is the time to think about how you can best contribute your unique flair to the Club.

This year we need to elect the **President, Secretary, Treasurer, Historian** (all for a 2-year terms) and **Tour Captain** (single year term to fill an existing vacancy). A summary of the principal responsibilities for each board position is below. Of course, these formal roles are only part of each board member’s contribution to the Club. As far as possible the board works as a team to get things done and deliver the best club events that we can. So don’t be bamboozled by the formalities; if you are willing to contribute we can find a role for you!

If you are interested in joining the Board, please reach out to our Club Secretary Mike Murphy (secretary@bmwnorcal.org) or any of the current Board members who can explain how things work in more detail.

Summary of Key Responsibilities for Board Positions:

The President is the Club leader and the Chairman of the Board of Directors. The President has overall responsibility for all activities of the Club, including leading Board meetings and member meetings at the campouts. The President also signs contracts on behalf of the Club, appoints Rally Chairs for the 49er and Range of Light, and (working with the Treasurer) develops and proposes an annual budget for approval by the Board and members at the August General Meeting each year.

The Secretary maintains the Club’s Articles of Incorporation and By-Laws, and the minutes of Board meetings and the Annual General Meeting. The Secretary prepares the agenda for Board meetings, keeps the minutes of the meeting and uploads approved minutes to the Members-Only section of the Club’s website.

The Treasurer holds the Club’s corporate seal and books of account. The Treasurer’s regular duties include.

- Maintaining custody and control over Club funds and bank accounts
- Signing Club checks, issuing expense reimbursements and receiving dues and initiation fees
- Reconciling monthly bank statements and preparing monthly financial statements for Board review and approval
- Preparing the Club’s annual financial report and budget, and presenting it to the members at the August General Meeting
- Tracking membership payments for current members and following up unpaid dues.
- Filing tax returns and maintaining the Club’s non-profit status.

The Historian keeps a record of Club events and activities. In recent years this role has evolved to include presenting an entertaining historical narrative of the local area at each monthly campout.

The Tour Captain plans monthly campout locations and rides. Regular activities include identifying and reserving campgrounds, identifying the ride meetup location and creating a ride sheet or GPX for each ride. Ideally, the Tour Captain will be present at the start of each Club ride but this responsibility can be shared with others with appropriate planning. An important aspect of the Tour Captain’s role is ensuring that the Club’s policies regarding pre-ride briefings and liability waivers are satisfied at all events.

Chris King's Historian Column

Tribute to Rick Webb and the BMW "R" Bikes

In memory of our former Historian, unofficial club welcomer, and Friend; I'm writing this month's report in dedication to Rick Webb and his bike of choice the BMW R1200R.

Rick had a penchant for greeting newcomers and could smell a rookie a mile away. In 2018 he approached me during registration at my first BMW NorCal event, The 49er, and proceeded to welcome me in and tell me everything he knew from honeybees to astrophysics. A captivating man of many words and even more experiences. I would not have had it any other way.

Fast forward a few years and I found myself halfway through a rather leisurely group ride with an antsy throttle hand and overwhelming urge to get some heat into my tires. ZOOM! There goes Rick, his beautiful champaign colored R12R singing away as he passed by. "I want to ride with that guy!", I thought to myself. I communicate to the ride leader and sweep, then ensue. Rick and I arrive at camp with our pick of the place and proceed to discuss tire durometer and radial vs bias ply for the next 45 minutes whilst pitching tents amongst lush green grass under

under a big oak tree. Rick loved Michelin Pilot Road tires and I could see why.

To fill the naked "roadster" category BMW introduced the suffix "R" bikes beginning production in Spring of 1994 with the R1100R and R850R. Both bikes touting the flat twin, boxer style engine. The 1100R was succeeded by the R1150R in 2001, being produced until 2005.

The BMW R1200R ran from 2006 until its replacement in 2019 with the larger displacement and more technologically advanced R1250R. Within that era, BMW offered the 1200R in oil cooled and subsequent liquid cooled variant beginning in 2015. The "R" shaved 100lbs off its fully faired brother, the "RT". Sticking true to form, the R utilized BMW's tried and true Telelever/Paralever suspension system and was powered by the renown Boxer Twin. Rick praised his 2007 "Hex-Head" (named after the hexagonal valve cover shape) for its reliability and easy to adjust overhead valve, pushrod design.

BMW's RXXXXR boxer engine motorbikes were well loved but lacked the sheer neck snapping power and eye watering speed of an inline 4 powerplant. To solve this, BMW began offering the sub-R models in "K" and "S" forms as well. April 2005 saw the 163hp K1200R powered by BMW's slant 4 engine; followed by the ultra-rare K1300R being produced from 2008-2015. This motorcycle claimed 173 hp and 100 lbf-ft. I'm told there are currently only 12 registered for road use in the United States.

In 2014 BMW found themselves with a world-renowned race bike on their hands-the S1000RR. They decided to pull the fairing off, lower the gearing, and detune the engine putting power focus into the mid-range. The BMW S1000R was born. At 160hp the S1R didn't offer the absolute power of the K13R, but made up for it in more nimble handling, less weight, and more capable inverted telescopic forks.

Rick will be dearly missed and I am grateful for the many miles and smiles that we shared together.



Chris King

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Upcoming Events

BDR California Screening with Distinguished Guest Speakers

30 March 2024

San Jose BMW : 1990 W San Carlos Street, San Jose CA 95128

Registration Requested (for numbers)

Monthly Board of Director Meetings—April

09 April 2024 : Online

Virtual link sent upon request, email Secretary@bmwnorcal.org

April 2024 Club Meeting in La Grange

26 – 28 April 2024

Registration required

May 2024 : THE 49er RALLY !!!

23 – 27 May 2024

Registration required (or pay a premium at the gate)

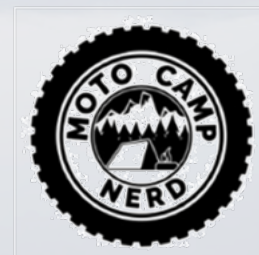
For more information visit the club website: <https://www.bmwnorcal.org/Events>



The **BMW Motorcycle Club of Northern California** has been riding and camping since 1965! Join us on the last weekend of each month on our long tour, General Member Meeting, and overnight campout somewhere in the greater Northern California and Nevada areas. Membership is not required to participate

Team NorcalBMW

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Vice-President	Linda Rodda	vicepresident@bmwnorcal.org	(224) 622-5380
Secretary	Mike Murphy	secretary@bmwnorcal.org	(310) 497-0618
Treasurer	Chris Petlock	treasurer@bmwnorcal.org	(707) 721-6000
Tour Captain	Tresha Holloway	tourcaptain@bmwnorcal.org	(707) 364-6869
Safety/Technical Director	Delf Hedde	safetydirector@bmwnorcal.org	(408) 464-8094
Historian	Chris King	historian@bmwnorcal.org	(417) 576-5644
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Membership Directory	Russ Drake	twobeemers@aol.com	(510) 427-3309
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49er Chair	Kevin Coleman	49erchair@bmwnorcal.org	(925) 890-8449
Second Sunday Breakfast	Edward Perry	edwardperryt@yahoo.com	(408) 206-6069



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