

SEPTEMBER 2017

NORCAL NEWS



Ride to Camp

Camp to Ride



This month featuring:

Nick and Kevin's off road adventure

2017 Range of Light Report

The story behind the first RoL Gypsy tour

Mammoth Lake August camp out

BMW Motorcycle Club of Northern California

Presidents Column

Does it ever seem like all the things you like to do come together at the same time of the year - and you're always trying to fit them all in your life when you're running out of time! But ain't it fun when it all works.

Last month started with the club having a great turnout and wonderful campout at Mammoth Mountain. While I couldn't make it, the feedback was positive all around. The ride to and from the meeting over the Sierra passes were as scenic as any motorcycle journal.

Then we go straight to the Range of Light Gypsy Tour. Kudos to Nick and his wonderful volunteers for a top notch event!! Lots of behind the scenes compliments on the routes and food. While the 100+ degree high temperatures weren't the most favorable, drinking lots of water and keeping the bare skin out of the wind made it tolerable and cool nights made for a comfortable party time.

How many people realized that this year was the 27th edition of the Range of Light? How many of you have attended most if not all since Doug Hubbard made this a real thing? If so, do you keep souvenirs? Like each year's route sheets? We noticed way too late that unlike the 49er, we have neglected to keep any historical records for the RoL. If you can remember where we started on Friday night, camped for Sat, and Sunday, remember the routes (or have the route maps), know anything about the Sat, and Sun. meals, I want to hear from you! We would like to reconstruct the history of the RoL. If you have original route maps, please make a clear copy and send it to us at the club PO Box or send me an email with any details from specific years. I know this will be piece meal at first with gaps to be filled in over time but you have to start somewhere.

The RoL is now as much a club tradition as the 49er so we need to compile as much information about each year as possible. So look through the closets and boxes. Tell me what you have.

That said, the fact that the membership curve is starting to rise to around 250 shows that the Board and the

membership are on the right track. Some events that needed teeth pulled to get participation are now having multiple offers of help. An idea can come from any member at any time. Octoberfest, GS Adventure, RoL, Advanced Rider Classes, SSBR all started with someone's vision that other members might enjoy.

Planning for next year's events has already come together. A great example is Joe Luthy volunteering for the 2018 49er Rally Chair. Then Nick Gloyd stepping into his second RoL Chair, Buddy Scauzzo leading another Big Bike Adventure Challenge, Nick and Jorgen Larsen taking on the roles of AMA Liaisons...and more in the works... so we start early, plan early, and everyone has fun.

Now I'm on the look out for a Volunteer Coordinator. Someone to assist all the event chairs in filling all the volunteer roles that are needed for each event. It's a fun way to meet all the members no matter where they live or how often they attend Club meetings. Interested??? Call me for details.

As for the Board of Directors, the Marketing Committee has just gotten off the ground, the By-Laws Committee has its marching orders, and the Finance Committee is setting a baseline so the Club handles all funds responsibly for the benefit of its members.

Please thank all the people who volunteer their time and expertise to support all the work that goes on behind the scenes so all members have a very memorable experience.

And mark your calendar for this year's Club Christmas Party is on the 16th December at Skates on the Bay in Berkeley. Great food and a fantastic view...and a couple hotels down the street if you want to come in from way out of town.

See you at Hat Creek.

Greg Hutchinson President

Editors Corner

I was off riding with Fred Montano in August which prevented me from the early start I usually make on the newsletter. I started putting the newsletter together after the RoL, and all I had was photos that Richard Burton had put on Smugmug I was getting desperate with an empty newsletter and started digging out some stuff I had written over a year ago to fill the pages and then,,,,, Kevin sent me a brilliant story, Nick sent me his RoL report and Captains log. Doug Hubbart, at Nicks request, contributed his memories of the first RoL. Richard sent me his historians report from last months camp out the Greg and Chris submitted presidents and VP reports, and suddenly I was struggling to fit everything in. So in the end I think this newsletter turned out really well with excellent articles and great pictures. If you enjoy reading the Newsletter, just remember it only ever to be as good as the contributions - PLEASE SEND ME YOUR ARTICLES

John Ellis

Anniversaries

30 Years

Jonathan Jefferies

5 years

Joyce Samson

Dan Rowe

Ron Cordell

John Ellis

Vice Presidents Report



Wow this is one of the most awesome months of the year for our Club. The Range of Light Gypsy Tour is our most sought after events by new members, seasoned members and non club club members. People from all over the state come to this event year after year and in some cases from around the country.

I remember my first Range of Light Gypsy Tour back in 2003 and for me it was life changing, this event was the epitome of motorcycling. It taught me what my motorcycle, my brain and my body was capable of. Who would have thought that someone could get on a motorcycle and ride 300 miles of all twisties in a nine hour period. I thought for sure I wasn't gonna be able to make it but I did and it wasn't that hard. Well that was about 250,000 miles ago and that event turned me from a BMW rider into a BMW biker.

There was one thing that really caught my eye when I saw the 1st flyer for the ROL. It had a street sign on it that read next 300 miles all twisties..... (Thanks Russ Drake) And I thought wow that looks like a real challenge and I wanted to meet that challenge and I and countless others did...



On behalf of the club and myself. I would like to take this time to thank all of the people who have helped, organized and have ridden the ROL since it started in 1990

And special thanks to the following. Doug Hubbard (ROL founder), Richard Burton, Russ Drake, Tony Westlake, and Greg Hutchinson. These people are responsible for over 20,000 miles of ROL riding!

Chris Dailey

The Captain's Log – August

As I write this month's column I am hard at work on last minute preparations for this year's ROL, which is shaping up to be a great event with record attendance. Fortifying this effort was a spectacular ride and campout for the August Member Meeting out at Mammoth Lakes campground and RV park. Thanks to member Don Condon for making the campground arrangements at, what turned out to be a well-appointed facility. The Eastside is a gorgeous region and a real treat this time of year, as the 25-ish attending members will attest. The group ride was a lot of fun and routed through some amazingly scenic areas with some real fun riding. Member Steve Kessinger "shadowed" the group ride, dropping in formation at times as we leap frogged our way through the Sierras.

Next month's Member Meeting is at Hat Creek and promises to be another spectacular ride! I have put together an awesome route, go to bmwnorcal.org to register. And keep in mind the new camp fee structure, members camp for free and the non-member fee has been reduced to \$10.

One other bit of exciting news. We have become a charter club with the American Motorcyclists Association (AMA), again. The club had been chartered with the AMA in the past but hasn't been for the last 19 years. As

an AMA chartered club we share the benefits of the largest motorcycling rights advocate in the country. Our events, like the upcoming ROL, will be sanctioned and we will get national recognition as well as ride insurances that better protect the club. As such expect to see some slight changes in waiver releases at upcoming events. Another part of the AMA charter is a club Affiliate Program in which our club is in the process of formalizing. After the Affiliate Program is set in place we will be able to enroll and renew individual AMA memberships, of which, the club will receive a small return. So if you are considering an AMA membership, which as a motorcycle operator you should, contact me at tourCaptain@bmwnorcal.org and we'll get you enrolled as soon as we finalize the Affiliate Program. In the meantime, go to <http://www.americanmotorcyclist.com/For-Members> to see how the AMA can benefit you.

Lastly we are looking for an SSBR Coordinator. This is a rewarding position. The right person. Contact me or any of the other Board of Directors if you have any questions.

Thanks and ride safe!

Nick Gloyd Tour Captain

Nick and Kevin's Wild Adventure

Now that the ROL is over, we can tell the story. Nick Gloyd and his wife Sam, Richard Burton and I had a great time doing some pre-riding for the Range of Lights Tour, checking the route and mileage marks, looking for issues and having an overall great time.

I should have known it was going to be an adventure when on the first day about 500 feet into a GS ride, right off Highway 50 we came face to face with a huge bear blocking our road! My MSF training class covered what to do with dogs but unfortunately didn't cover bears. Luckily for us he took off running down the hill. On our second day



Nick, Sam and I split off from Richard to pre ride the GS route and planned to meet Richard in about 2 hours near Truckee. We had been cruising along making great progress thinking this was going to be an epic GS route for the ROL when we ran straight into a snowdrift.



We got off the bikes, surveyed the situation and figured no problem; with a little speed we can ride up and over the bank. After a few attempts all was good with both bikes on the other side of the snow bank. But after a short ride we came across another larger snowdrift. This one has some tree branches caught up in it and an even bigger drop off on the other side. Helping each other get the bike up the front, we successfully made it past our second obstacle with

no spills. We had a third even larger snow bank but were now pretty experienced riding over the snow so we blasted right through, although the little voice in the back of my mind was wondering what we would do if we had to get back over the snow drift.

We had to move some more trees along the way and navigate smaller obstacles when we came across a large tree crossing the road about five feet over the road. As luck would have it Nick had a small axe that we used to chop off some branches and were able to tilt the bikes over to fit under the tree. All was good until we dropped my bike and had to drag it four feet in the loose dirt to get it out from under the tree. I realized I left my bike turned on with the high beam for the past 45 minutes when it wouldn't start. I am so glad I had my Anti Gravity jump starter and had recently installed a cable to make quick work of jumping the bike.



So we carried on making our way past small obstacles, and mud puddles when we came across what looked like the end of the road for us -a tree about 2 ½ feet high blocking the entire width of the road. Luckily there was a bunch of tree cut offs to the side of the road so we decided to make a ramp by stacking the cutoffs on both sides of the tree. After about 40 minutes we had a pretty good ramp and were able to work both bikes up and over the tree with not too much excitement. Thoroughly impressed with ourselves for our ingenuity, we continued along until coming up to a tree that was at least 8 feet tall blocking the road. A mountain biker was coming up the road and his bike was stuck on the top of the tree as he was hoisting it over! He mentioned that he lost count of how many trees he had to climb coming from Tahoe. After 4 plus hours of picking our way through obstacles, we made the disappointing but smart decision to turn around. We were dead dog tired by now and I started wondering if it was even possible to get over some of the obstacles from the down hill side.

We saw a small trail on the GPS that looked like it might bypass our big tree and fresh from my Single Track training at Buddy's BBAC I told Nick I'll go check out the trail and see if it goes through. Bad mistake. After about 1,000 feet

in I decided to turn around. That was smart move as we later learned that trail dead ends. After 20 minutes of sweat inducing work and some help from Sam I was back on the main trail. We found a stream, pumped some water and took a short break to collect ourselves then started the challenging ride back



O u r i m p r e s s i v e tree ramp now looked really tall from the down hill side and pushing the bike up the ramp with two guys was not possible. When we tried to power my bike over the ramp, the logs started rolling b a c k w a r d s and we almost

dropped the bike on top of Sam! Luckily we managed to get it down from the top of the tree in one piece. We were rebuilding the ramp when five KTM riders came down the road and helped us get the bikes over the ramp. They were a real lifesaver.

We continued making our way back up the road with some more fun. I dropped my bike in a small stream. Then Nick clipped the side of my pannier when I stalled and dumped his bike and Sam. The KTM riders who were following us were thoroughly amused. When we got to the snow banks I was quite jealous when I saw the KTM riders blasting up



the hill around the snow banks, which were now very slushy. There was no way we were going to be able to ride up the backside of the banks.

We started carving out some channels through the snow banks, realizing it was going to be a

pretty big task with only a small hatchet when we saw two local sheriffs walking towards us saying the KTM guys told them there were two guys out of their league down the trail on big BMWs. They must not have known I was recently expertly trained in off road riding at the 49er! It must have been Nick riding two up that caused them concern. While it wasn't quite a rescue situation, we were definitely starting to think about our options. Since we had overnighted in a hotel we didn't carry any camping gear or much food. They had fresh water for us and helped us build out the trenches and fill them with branches for traction. Even after I spun my wheel and covered one of the guys with dirty snow they were still very helpful. Sam jumped into the Sheriff's quad and Nick and I blasted up the trail to the pavement. I had never been so glad to see the road. After more than 9 hours on the trail going less than 10 miles round trip we were right back where we started the adventure.

It was a great adventure with a couple important lessons learned. First is to research unfamiliar routes a little more. Had we made some inquires we would have known the road was impassible. Second is to bring a few more guys. Most of the obstacles would have been very easy with four guys. Third is to always be prepared. Luckily Nick had a water purifier and axe. I have since started carrying the Best Rest Motorcycle Recovery system, which would have helped getting over some of the trees and snow banks, especially in the uphill direction. Lastly, always think about an exit strategy before you get to far into a problem. I am pretty sure had we attempted to go around the huge tree that finally made us turn around we would have been in a bike recovery situation or worse.

Kevin Coleman



Photographs by Sam Gloyd

SEPTEMBER 2017

2017 Range of Light Gypsy Tour

Thank you all for a successful and fun 27th annual ROL Gypsy Tour! While we had some high heat days and the day 1 route slightly detoured by a pesky fire, the riders were many and the spirits were high.

A huge thanks goes out to the volunteers that were part of this year's event. It was fun, but it was still work and I thank you all for that. Big thanks to Ted Crumb for reworking my route sheets so they would be gps navigational device friendly. That helped a lot of folks travel the routes easily. The sag wagon ladies Sam Gloyd and Claire Palmgren did a bang-up job, thanks ladies! Kevin Coleman, Richard Burton, and Sam Gloyd helped with the pre-riding, thanks! (And be sure to read Kevin's account of our real big bike challenge in this edition). And big thanks to Chris Dailey for being co-chair, and helping me from getting to far spread thin.



So some of you know this was my first ROL. Not just as the Chairman and route-setter, but as a participant. That's right, a ROL virgin trifecta! And for this I have to thank Richard Burton. With the ROL, Richard advised me with the process, and advised me to scale back the routes so folks would at least be able to eat dinner at a reasonable hour. In planning these routes I wanted to go back to what I imagined the original ROL to be, a bunch of motorcycle enthusiasts charging through the Sierra passes, wind in their hair and bugs in their teeth. As we firmed up this year's ROL I had an idea, instead of wondering about the first ROL, why not get the story firsthand. So I contacted Doug Hubbard, the founder of the ROL. What he had to say can be found on the next page. If you like the ROL, be sure to thank Doug. Hopefully he will be joining us again and see how his event has evolved.

Thank you and see you next year!

Nick Gloyd Tour Captain





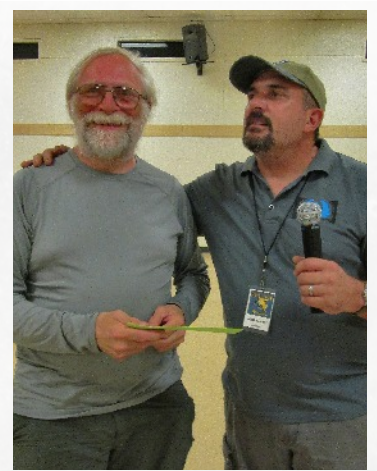
Range of Light Gypsy Tour - The Beginning

"I have crossed the Range of Light, surely the brightest and best of all the Lord has built." John Muir

I had been thinking of a Club riding rally for years before it actually happened. In reading John Muir and his use of the term "Range of Light" for the High Sierra and knowing those mountains could keep us occupied for years, it struck me, "what a good name for this riding rally." Years ago, during the heyday of AMA, they promoted some rallies as Gypsy Tours. Some of them were riding rallies and some were stationary rallies like our '49er. The name Gypsy Tour fell out of favor with AMA after the negative publicity of their 1947 Gypsy Tour in Hollister. I always thought I would like to go on a real Gypsy Tour, a riding rally, so decide to see if the Club would promote their own so I could ride it. As the idea developed I knew we were big enough, with the manpower to work the rally, the Club had the money and the perfect holiday weekend was available. No other club in CA held a rally on Labor Day and if we wanted it we should lay claim to it before it was too late. The first Range of Light Gypsy Tour was held in 1991 and I had the privilege of being the Rally Chairman. The Board gave me a good budget and we started to work. The first night's campout was

at Big Bear Park in Waterford near Modesto. (Big Bear Park is now lying under a housing development.) The second night's campout was in a NF Camp in Old Station just north of Lassen NP and the third, a private camp south of Oroville. The Rally was a success; however the number of riders was a disappointment. We had 43 register for the Rally when we had hoped for a hundred or more. With this low turnout, some of the amenities had to be canceled like the belt buckles trophies that were on hand but were sold to the attendees in order to put the money back in the treasury. This first ROL did not cost the attendees anything except for camping. The people who had pre-registered were refunded their money. The Club did not lose or make any money. The format was a hit and the Rally is held today very much along the same lines as the original idea, happily with a much larger number of riders. So, yes I'm proud that my name is associated the Range of Light Gypsy Tour and I hope it goes on forever,

Doug Hubbard



Norcal members attend the Stanley Stomp and Naksup Rallies



Eight Norcal members attended the Stanley Stomp In Idaho.



Vegetarians and Vegans might want to avoid the Stanley Stomp and miss out on 150 Ribeye Steaks



Mike Moran proudly holding his certificate of certification and wearing the green IBS hat that he was fortunate to win at the Naksup rally drawing.



Who knew that the rare Oktoberfest Airhead Special Edition included beer taps.

Doing the Stanley Stomp and the Naksup rallies was popular with NorCal members as the total solar eclipse (visible in Oregon and Idaho) occurred on the Monday following the Naksup rally. Both rallies are located in spectacular locations with great roads, but are very different to the 49er in terms of size and focus.



Seven NorCal members attended the Naksup Hot Springs Rally rally in British Columbia. (John Ellis was walk-about when the picture was taken)



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SEPTEMBER 2017

August Mammoth Lake Camp Out



It's about
the Rocks
and Soil



Eastern Sierra's around Mammoth Lakes

The Washoe, Shoshone, and Paiute Indians lived here for tens of thousands of years before the arrival of Europeans. European settlement on the East side of the Sierra's occurred only recently. With desert on three sides and high mountains on the fourth side, this area was isolated for a long time. The first known white men to see this place were John Fremont and his mapping party in 1845 (only 172 years ago). They were just traveling through. Not knowing exactly what to expect from the Indians, Fremont brought along his big cannon. The Indians were not as hostile as feared and his men got tired of hauling it so the canon was hidden somewhere in the mountains near Bridgeport. Nobody has seen it since. It could still be up there.

Seven years later, in 1852, Army Lieutenant Tredwell Moore and his men chased marauding Miwok Indians from Yosemite to Mono Lake basin. Along the way Lieutenant Moore picked up some interesting ore samples. The essayers report from those samples brought the first wave of prospectors in the fall of 1852.

Leroy Vining was among the very first. Leroy didn't do well as a prospector so instead he started a lumber business which became very successful. Having no real law around and being a successful businessman, Leroy took to carrying a loaded derringer in this pants pocket for protection. One day in 1870 as he was drinking at the Exchange Hotel in Aurora, the gun accidentally discharged hitting him in the groin; and that was the end of Lee Vining. His friends felt so bad about his passing, and especially the manor of his passing, that they renamed the town near the sawmill in his memory. The town of Lee Vining, formerly "Lakeview", is located next to Mono Lake at the junction of hwy 395 and hwy 120 to Tioga Pass.

North of Mono Lake, The town of Aurora sprang up around a big silver strike in 1860. For a year or so no one was sure

if Aurora was in California or Nevada. Aurorians voted in both state elections until it was established that they lived in Nevada. Samuel Clemens is Aurora's most notable citizen. There, he first started using the name Mark Twain and wrote the book "Roughing It" about this area. In 1865, after only five years, the mines at Aurora closed.

The town of Bodie, founded by William Bodey and E. S. (aka Black) Taylor, also sprang up in 1860 near Aurora. For a while the founders fared well, but in March of 1860 Bodey's luck ran out as he was caught in a sudden storm and perished. They found him after the spring thaw in May. Later that same year Taylor was attacked by Indians at his cabin in Benton. After a two day siege they finally burned him out of the cabin, scalped, and killed him, keeping his skull for a trophy.

The town of Bodie had some bad luck too. In 1879 five tons of blasting powder exploded in the magazine of the Standard Mine where it was all stored. Luckily, even though the only entrance to the mine was blocked with fire for hours, not one of the 200 miners underground was hurt. At the 300 foot depth level, miners felt a slight jar but paid no attention to it. Above ground was a different story. There, half the town was leveled and many people were killed. The shock wave reached Bridgeport 20 miles away.

The area of Mammoth gets its name from the Mammoth Mining Co. so named to impress investors with the size of the strike. Many lost money because the Mammoth Mining Co. was not a mammoth success.

I leave you with these important safety tips. Never keep all of your blasting powder in the same place and never carry a loaded derringer in your pants.

Richard Burton Norcal Historian



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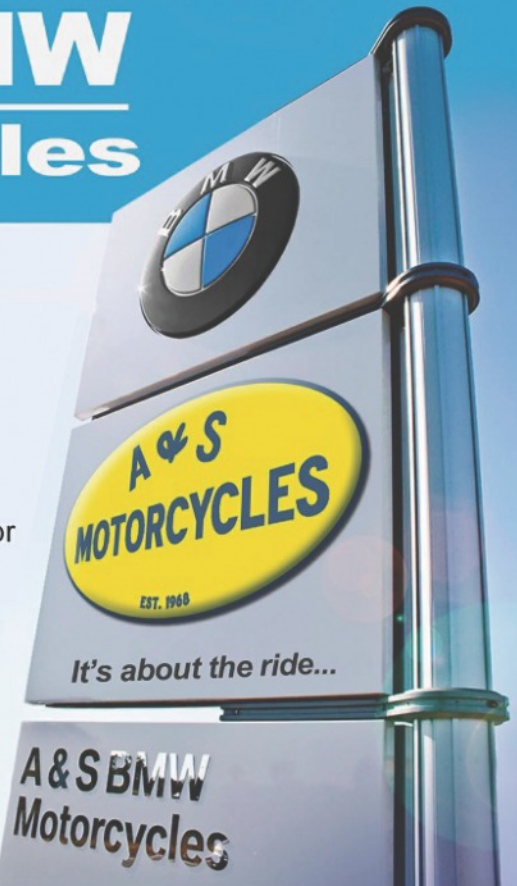
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Upcoming Events

15-17 Sep 2017

2017 Autumn Beemer Bash
Plumas-sierra County Fairgrounds, Quincy
CA

16 Sep 2017 9:00 AM

BMWNorcal 'Adopt a Highway' Cleanup Day!
9.00am Scrambl'z Diner, 775 E. Dunn Ave. in
Morgan Hill

23-24 Sep 2017

Hat Creek Campground
Old Station, CA 96071
Breakfast Location TBD

28-29 Oct 2017

Oktoberfest General Meeting and Campout
Liberty Glen Rd, Geyserville CA 95441



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