

APRIL 2018

NORCAL NEWS



Ride to Camp

Camp to Ride



RIDING SKILLS • FIELD EVENTS • POKER RUN • SPEAKERS

The '49er RALLY

Memorial Day Weekend : May 24 - 28

Mariposa County Fairgrounds on Hwy 49

Mariposa, CA

Captain's Log

No more plug-in gear, Spring is here!

March was wet. Really wet. And while we needed the rain, we are glad for the sun again. I really can't complain though – the BMW Cross-Border Ride in Baja and the Rally at Long Beach kept us well away from the recent rain. (Stay tuned for more on that in upcoming issues of this fine newsletter.) The ride to Death Valley from Long Beach was amazing, the roads were spectacular, and the weather held for us. There were 40+ BMW Club riders from NorCal, SoCal, and Mexico heading to Joshua Tree from Long Beach in multiple groups. The campground was great, a real treat. And the last night of the Cross-Border Ride was a fun one, with BMW NorCal putting on a BBQ cookout. This was the least we could do after the amazing hospitality extended to us by the Queretaro Club. Unfortunately, the timing was such that our Sister Club couldn't make it all the way to Furnace Creek. Joshua Tree is where we parted.

The temperatures for the March Member Meeting at Furnace Creek were cool but we stayed dry, with the exception of a few that found some snow - see Club Member Dave Bennett's write-up. The turnout wasn't as big as we've had in previous years, understandably, as weather concerns kept folks away. Those hearty souls who rode down from NorCal did so in wet, rainy conditions. But the roads in Death Valley were in great shape and the riding was lots of fun.

Later this month join the club for April's Member Meeting and a great campout at Songdog Ranch! This is a great destination and we have a fun ride planned, starting for Watsonville this time. The price includes camping, a BBQ cook-out and breakfast the next day. Register Now!

And speaking of getting registered - May is of course the 49er Rally in Mariposa – get registered if you haven't already... And Joe Luthy is still looking for some volunteers. Contact him at 49erchair@bmwnorcal.org. It's going to be a fun one!

As I'm writing this month's Captain's Log I'm looking over the ride/camp schedule for this upcoming year. We've got some great spots and some super riding lined up, covering some far reaches of Northern California. You're going to want to make sure you've got your bikes serviced and plenty of good rubber – we're in for some riding...

Nick Gloyd – Tour Captain

Editors Corner

Another packed issue. Big thanks to all contributors. Particularly like to thank Fred Montano for documenting his misfortunes on his New Year ride to Baja with his son (who wisely went in his truck). Brilliant accompanying photos. Dave Bennett contributed an article on a Death Valley adventure ride. Great story with pictures including one when they rode in the snow. This issue's focus is the 49er. The newsletter not only informs the Norcal club members what going on but in on line version also delivered to over 1000 other riders across the country. Printed copies and distributed to dealerships and locations frequented by motorcyclists to encourage others to join us at the 49er and other club events.

The 49er rally only works with membership support. Sign up by clicking on Joe Luthy ad on page 4 of the on line version of this newsletter.

John Ellis

Presidents Column

April already and we've lucked on some phenomenal riding weather...Which brings up a point, I received a few calls and conversations from members telling me that they didn't receive the Club email BLAST we use to broadcast sudden changes or important information. If you have an email address, make sure we have it and the correct spelling. As a rule, we always send out a BLAST a few days before a Board of Directors meeting telling the time and location...and any changes or updates. All members are invited so if you don't receive this, please email me (ghutchin@pacbell.net) with your information.

March was one of the most stunning visits to Death Valley in quite a while. We couldn't have asked for better weather, a better group of campers, decent food, and minimal sand in Titus Canyon ;-)

Check your calendars and register or plan to attend:

1. The next Club Meeting at Songdog Ranch – barbecue dinner and breakfast included
2. The Open House and Swap meet at Cal BMW in Mountain View - clean out the garage and makes some money
3. The 49er - more options of things to do and learn than time to do them all.
4. The Big Bike Challenge - where forest roads and good food rule

Call or email me if you have any questions on any of the events or meetings.

Till next month

Greg Hutchinson - President

Announcing a change to the group ride format:

This is a quick heads-up that as Tour Captain I am working on introducing and implementing a new approach to the group riding we do with the club.

As most of you have noticed we have steadily been getting more participants on the monthly Meeting/ Campout Rides as well as the Second Sunday Breakfast Rides, with 30 plus riders being the new norm. Instead of maintaining up to 15-20 riders per group, with a leader and a sweep, we will be looking at groups of 4-5 with a leader only. The groups will ride the same route, start and finish in the same places, and overlap for breaks and fill-ups at the same places. But we will ride in smaller, more nimble groups that will navigate through traffic, surface streets, and traffic lights/ intersections easier and take less time to organize and mobilize. Riders of similar riding ability will ride together; folks that want to ride at a more spirited pace can, while folks that want a more casual pace can as well. This is a safer approach that will ultimately make the group rides more efficient and fun.

Please contact me with any questions or comments at TourCaptain@bmwnorcal.org.

Nick

Make this Your Year to Attend the 49er Rally

For 45 years BMW Motorcycle owners have been rallying together at The 49er. In fact, the 49er predates the MOA national event, and it has become one of the premier BMW Motorcycle Rallies in the US.

There are a lot of reason the 49er has grown in popularity. The big attraction is that it offers something of interest for all riders, including honoring the BMW heritage with a vintage and café bike show complete with prizes for various "best in class" bikes. Then there's an always popular poker run and a variety of self-guided road and adventure routes to get your riding fix. There are also vendors, food and beverage and evening entertainment to make the most of your leisure time.

The 49er also provides ample opportunities to improve riding skills by participating in various types of assisted riding skills challenges.

Street riding skills clinics are hosted help improve maneuvering skills to avoid or recover from potentially disastrous riding situations. For the more adventurous crowd

there are the GS Skills Clinic & Instruction rides and the GS Giants Challenge Course.

GS Skills Clinics offer riders morning instruction and coaching on riding technique from seasoned instructors and off-road and adventure riders. In the afternoon riders get to apply their new skills on an instructor led, scenic 40 mile adventure route (limited to 16 riders each day).

Riders can test their mettle on the GS Giants Challenge course or English Trials course. These closed loop-courses offers riders a chance to see how their technical riding skills hold up against obstacles and balance conditions encountered when venturing off the tarmac. Riders are scored on their technical ability with awards for top place finishers.

The 49er Rally's location at the County Fairgrounds just outside the town of Mariposa, CA on Hwy 49 is unbeatable, with May in the Sierra foothills providing warm days, comfortable nights, and cloudless skies that make for very enjoyable riding and camping. And, then there's quick, easy access to Yosemite for a day trip and still participate in rally activities. Plus, the fairgrounds is fully contained, has hot showers, and there's plenty of food and beverage available on-site.

But what really makes the 49er a special event are the club members. If you haven't been in a while (or ever) you really owe it to yourself to be a part of it this year. You won't be disappointed.

The date for The 49er is May 24-28, 2018. Full event details and registration are located at www.bmwncal.org.

Joe Luthy 49er Rally Chair

DETAILS & REGISTRATION
www.bmwncal.org

EARLY BIRD REGISTRATION
General Admission \$55 until May 11
After May 11 \$65
16 & under are free

SATURDAY DINNER
Vegetarian Option available. Must pre-register

LIMITED RV PARKING IS AVAILABLE FOR \$60

FOR QUESTIONS OR SPONSOR OPPORTUNITIES
49errally18@gmail.com



Get involved in the 49er Rally

Our premier events (the 49er and ROL) are growing in notoriety – in a good way! This year we're hard at work making sure we have a great program of speakers, rides vendors and activities for the 49er Rally.

Pulling off the 49er is a team effort. This year there are 14 different areas that will require people to staff 64 shifts. It sounds like a lot, but when club member who attend pitch-in, it becomes really simple. Not only can your involvement help make the event run smoothly, I can almost guarantee you'll make a whole lot of new friends.

Last year I was a fairly new member and had only attended a couple of campouts prior to the 49er, meaning I didn't know

more than a just a few other members. So I signed up to help out in a couple of areas. It felt good to contribute, plus I got to know the other volunteers which just made the whole event that much better

If you're planning to attend—and I hope you are— take a look at the volunteer page and see if there's an area that you'd be interested in helping out.

Check out the 49er "[Volunteer Local](#)" site to see what's available and where you'd like to help. On the landing page, click "Volunteer Now" – don't worry, you're not committed at that point, it opens the page so you can see all the positions. From there, click on the check mark "+" to expand the section to see times and dates. When you find those you like, just check the box and then scroll down and put in your contact info.

Volunteer today, you'll be glad you did!

Thanks in advance for your help

Joe Luthy 49er Rally Chair



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ADVENTURE BIKE CHALLENGE II

Join BMW NorCal for a 2-day, 110 mile off-road event through Mendocino National Forest. Riders will enjoy great self-guided riding on National Forest service roads, with single-track options for those wanting a little more adventure. The optional routes will include both skill and navigational challenges. Included with the \$40.00 registration fee: .gpx navigation files, a sag wagon for your gear, a Saturday night campout with "chuck-wagon" style dinner, and a Sunday breakfast.

When: June 16-17, 2018

Where: Middlecreek Campground, Mendocino National Forest (8 miles north of the town of Upper Lake, CA)

The fine print:

- Plan to arrive Friday afternoon/evening to check-in with the ride organizer (2nd loop on the right).
- Rider meeting 6pm collect gps route
- Friday night camping is "no-host", you'll need to pay your campsite fee (\$8-\$14 range). And for dinner Friday, you're on your own. You can find groceries and restaurants in nearby Upper Lake.
- Riders depart from Middlecreek Campground Saturday AM for Gray Pines Group Campground, Stonyford. At the campground riders will be treated to a chuck wagon style dinner and cold beverages. Day 1 is approximately 60 miles. The Sag Wagon will bring your gear.
- After breakfast Sunday, riders will navigate back to Middlecreek Campground, approximately 50 miles. There they retrieve their gear from the Sag Wagon & head home.

Registration will be open to BMW NorCal members April 15, 2018 and to the general public May 1st, 2018. Limited to 60 riders.

Additional Info:

There will be a stream crossing. The entire ride can be done on the National Forest service roads, or riders can take optional trails. The optional trails will include hill ascents and descents, ruts and possibly mud. The optional trails require intermediate to advanced off-road riding skills. All riders must ride in groups of at least two.

For more information email Buddy Scauzzo - Muddyspokes@gmail.com.



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What makes a great Adventure Ride?

For me, it's great variety; great roads, mud, sand, rocks, weather, scenery, and a little bit of risk. John Howard, Javier Sanchez, Jeff Albritton, and I, all had a great Adventure Ride at this year's Death Valley Campout. First, we rode through Titus Canyon.



John led us through the incredible valley landscapes and narrow gorges that make it such a unique attraction. At the end of the canyon a few

of us were ready for more.

John, Javier, and I decided to continue on to the Ubehebe Crater and then to Teakettle Junction. While we were looking forward to the ride, we knew fuel consumption



was going to be a concern. Fuel stations in Death Valley aren't exactly what you would call plentiful. John had a 400+ mile range while Javier and I were closer to 200 miles

plus some reserves which we carried on our bikes. This meant we could only comfortably get 100 miles away from camp at any given time – to ensure



we could get back. We decided to ride conservatively to

minimize fuel usage and see how much we could accomplish in the day with the fuel we had. We made our way to Ubehebe Crater where we met the characteristically high winds. We shot a few photos, assessed our fuel consumption and decided to

head out to Teakettle Junction via the Racetrack Road.



A few miles down the road we all could see the weather pattern that was directly in our path. We were all riding in waterproof gear so a little rain

would only make the sand easier to navigate. No worries. As we drew closer to the storm clouds, we quickly realized it wasn't rain, it was snow! After a few minutes of riding through it we all had to stop, wipe off our face shields, and snap some celebratory pictures.



As much as we all enjoyed the unique opportunity of riding through a snow storm in Death Valley, it didn't last long. We proceeded down the sandy, rocky, washboard road, and arrived at Teakettle Junction. At this stage we were all having a really good time but we had to take a sober look at the amount of time



and fuel we had spent, as well as how much of each was remaining to get us back to camp. We studied and discussed the possible routes back to camp. The most timely and conservative route would be to go back the way we came – or – we could go the “Long Way Round”. The long way was remote and risky, but it also represented a new and exciting adventure. Going back the way we came was a “been there, done that” scenario. We had to consider the possibility of the long way having road/trail conditions which were hazardous or impassable. Luckily we had some travelers pass through from that direction who could provide us with a current conditions report. It sounded clear so we decided to head on to The Lost Burro Mine, through Hidden Valley, on to the Panamint Valley Overlook, over and through the Nelson Mountain Range, to the Joshua Tree Forest, and finally connecting to Hwy 190, about 30 miles west of Panamint Springs (78 miles away from camp). Once we were back on asphalt there was a group celebration, as well as a sense of relief and accomplishment. Javier may, or may not, have gotten off his bike and kissed the asphalt. While it was fantastic, the trail seemed to go on forever or it felt that way because fuel was running low.

Thankfully daylight savings time had recently begun because we were sure burning our share of it. We all fueled up and breathed a sigh of relief in Panamint Springs and continued the 58 remaining miles back to camp. Assisted by our headlights, the three of us pulled into the darkening camp at 7pm. We were greeted by several “concerned” members who were clearly relieved we had made it back safely. We had great stories to tell and a lot of laughs around the campfire that night.

I've been riding motorcycles for 40 years and this was truly one of the best rides I had ever been on. Mostly because it really did have everything; fun, risk, variations of terrain and weather, and great riding companions. Special thanks to John Howard for leading the way and for being our safety net of fuel reserves. I'm looking forward to the next one!

Dave Bennett



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THE UNEXPECTED ADVENTURE !

It has been over two months since I lived through an unexpected adventure in Baja California. I now feel like I can write about my experience and share it with my riding community. It all



Plotting the Ride Jason and Fred

started when my son, Jason, invited me to join him and his partner and friend, LeighAnna, for Christmas in Baja. They planned to meet up with LeighAnna's parents and Uncle in Ensenada. From there Jason planned to do some off-road riding with his Land Cruiser and we would meet up with her parents in San Felipe. Oh great, I would ride my Africa Twin Motorcycle and meet the group in Ensenada. This seemed to me like a very easy, relaxing, and non-challenging event. And I would enjoy Christmas with my son, friends, and Mexico.

Jason left on December 18th after packing what seemed to be everything I could imagine including the kitchen sink. I followed on December 20th. Adios amigos - time to ride to Ensenada for a fiesta. I left at 6am and arrived in Ensenada at 9:20pm. No problems on I-5, some lane splitting on the LA Freeway, the border crossing was muy bueno. I arrived expecting to set up my tent. Instead I had a room in a neat beach house they had arranged for me. After hugs and talking about our trip, I retired to bed and had a good night sleep. The next morning we were invited by LeighAnna's uncle to a 5 star hotel for breakfast. This was a terrific setting by the ocean with waves splashing on the rocks and a clear blue sky and wonderful food. After breakfast we walked back to the beach house and packed our gear for the off-road ride to San Felipe.

We headed out on Hwy 3 and turned off at Ojos Negros for our adventure. We stopped at a roadside restaurant for yummy tacos. They were not acquainted with the off-road trail we were looking for. They pointed us to the edge of town where there was a dirt road into the hills. OK this must be the road. The packed dirt road turned into soft dirt and sand. I was leading on the motorcycle and Jason followed. We were truck'n along but still didn't know



Decisions ???

if this was the right road. I would stop at questionable intersections so we could look at the map. We rode over hills, cactus, rocks, and desert vegetation. This was exciting as we turned on a small dirt path that led back to Hwy 3 and San Felipe. We arrived in San Felipe and found LeighAnna's parents at Kiki's Campground. The campground was full but we talked the manager into letting us squeeze into a spot. The next morning we took off for Bahia de Los Angeles. This was a good ride but somehow me, on my motorcycle, and LeighAnna's parents, in their RV, ended up at CoCo's Corner. We waited there for Jason and LeighAnna. I had a good conversation with CoCo.



What a character!

After determining that the RV could not go any further on this road, we backtracked to Bahia San Luis Gonzaga. This was a good place to camp with good facilities. We celebrated Christmas with gifts and a good meal that Jason cooked. The next day we hung out

and enjoyed the beautiful beach and the Sea of Cortez. It was a good Christmas retreat and enjoyable for all of us. But after two days it was time to depart. LeighAnna's parents went back to the U.S. and we continued to Punta Final to La



Gringa beach. We camped at the end of the lagoon. The weather was perfect - clear, no wind, and the sky was full of stars and a full moon. After a good night sleep we headed to CoCo's corner to hopefully



Great stop on the way to Coco's

find LeighAnna's lost purse. Yes! CoCo had the purse and everything was untouched. Whew! Jason gave him a six pack then we were off to an off-road section through rocks, dirt, and an interesting ride to Mission Borga, in the middle of the desert.



We left Mission Borga and arrived at Hwy 1 and went north to catch a trail to the Pacific Ocean. Wow, it was difficult to see a road. I followed the Land Cruiser as it turned west. We followed the wheel ruts as the road was challenging but not bad. As we came over a rise there was a mud bog where the road dipped. OK, Jason went through the mud and I followed. No problem, I can do this - it's just experience. Then came another mud bog.

The Land Cruiser plowed through and I kinda fish tailed through but stayed upright. I thought "hopefully that was all of the mud". Oh no - there was another third mud bog bigger and wider than the others. The Land Cruiser went zoom right through the mud but slid a little. I noticed a smaller mud trail to the right. I decided to take it. I got to the middle of the mud bog when the Africa Twin fish tailed and pointed toward the island between the two bogs. Great! I thought I could ride on the island until I reached solid ground. Shit !

HELP, I'VE FALLEN AND I CAN'T GET UP!

I hit a cactus and bushes and down I went. The bike was on top of my leg and I was laying down in the vegetation. I was not hurt but could not pull my leg out. I was stuck. I laid there awhile when a couple in a car came by and noticed I needed help. Jason had turned around and arrived about the same time. They pulled the bike off me and pushed it to solid ground. After thanking everyone for the help we continued to the beach. We set up camp and enjoyed a lovely evening and a good meal that Jason cooked.

After breakfast we broke camp and headed out to Guerrero Negro. But first I had to go through the same mud bogs we came through. Ummm! I decided to follow the tire tracks of the Land Cruiser. I followed close and made it to the middle of the mud hole. The tires filled with mud, spun, and down I went. Oh



shit ! Again? This time my ankle was under the bike and it hurt. Me and the bike were totally covered in mud. Jason was quick to stop and come to my rescue. We could not get the bike upright because the mud was so slippery. He finally brought the Land Cruiser around so we could use the winch to pull the bike out. Jason got on the bike (he is taller than I am) and I held onto the front. He winched the bike out of the mud. Now we had to decide how to get out or around the mud. I rode around to knock off the mud from the tires for traction. Meanwhile Jason noticed a trail over a small steep hill. I noticed ruts on the left side of the



Met Puck at the Pemex in Guerrero Negro

hill so I aimed for the right side. I started up the hill when my tire spun on the loose gravel and down I went. Crash, Boom, Bummer... I was not hurt, just scratches. We picked up the bike and I rode it down the hill. OK another try on the left side. This time I got traction and made it over the hill. Around the two other bogs and out to Hwy 1. Whew !

On our way to Guerrero Negro we stopped at a Pemex station to fill our gas tanks. As I parked to the side to knock off some of the mud from the bike, I heard someone calling my name. I looked up and there was Puck and his friend Jimmy. What a coincidence! Jason & Puck have known each other a few years. So we talked and enjoyed the moment. They were heading home and we were off to Guerrero Negro.



Caught in the high tide

After stopping at the bank we rode out to the Punta Eugenia, (the point that jets out from the town into the ocean). We doubled back and found a road to Punta Asuncion. Here we found a restaurant with a few talapas. We sat down for refreshments and met a English couple. They were camped in an RV by the water and no other campers were there. So we decided to join them. Jason found a shell mound overlooking the ocean. I parked next to the Land Cruiser. I set up my tent in a flat area down from

the shell mound. We had the best fish dinner at the restaurant (more like a shack). After walking back to our camp and sitting, talking, and enjoying the full moon, we went to bed thinking of our trip to Mama Espinosa's and the New Year. About 4AM I woke up hearing the waves of the ocean and my air mattress seemed

to be floating. I sat up and put my hands down into 6 inches of water. My tent was filled with water and all my stuff in the tent was wet. What a shock! It was cold and there was a breeze. My sleeping bag, clothes, riding jacket, book, maps, and my iPhone were all soaked. I finally got out of the tent and threw all my stuff on the shell mound. I woke up Jason & LeighAnna to see what



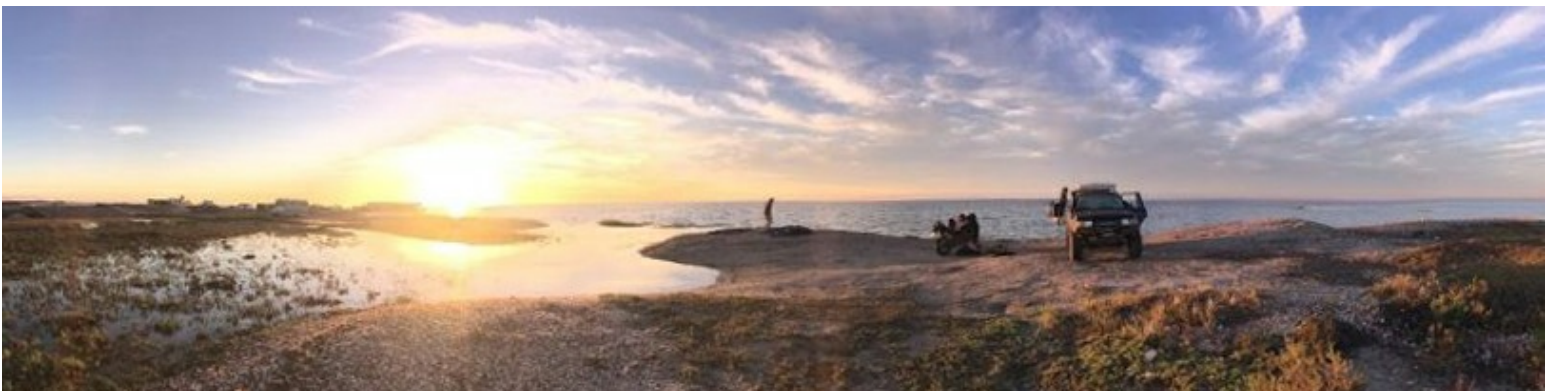
The water surrounds our camp

had happened. We were all surprised and shocked. But as we looked on, the water continued to rise. It began to surround the shell mound where we were parked. It looked like we would be



Resting at Mama's. Happy New Year

flooded out. We were very concerned (worried) as we looked on and waited. Yea - the water started to recede and go back into to ocean. I had left my bag under the Land Cruiser so I had a change of clothes. After breakfast we took off to Hwy 1 and





Mama Espinoza's. Wow, what an unusual experience.

I was happy to check in at the Mama Espinoza motel. A room, a bed, and a hot shower. I was unable to warm up after waking up in ocean water. I was not feeling good and came down with the flu. The motel was a perfect place to rest and eat good food. We stayed at Mama's a few days and celebrated New Years & Jason's birthday. We also went four wheeling in the Land Cruiser in the El Rosario area, and out to the

ocean. We really enjoyed this time together. A great way to start the New Year!



New Years day I left to return home. I was glad to

be on a good highway again. I zoomed into Ensenada and Tijuana. Oh dear - what a long line at the border. Four lines of cars for miles. I was told it could take up to 4 hours to cross the border. I split lanes where I could. As I was waiting in line a young rider on a KLR parked next to me. He rode the Baja 1000 route. We decided to get into a far right lane that was moving. We later found out it was a medical lane. You needed to have a special card or customs would send you to the back of the line. A Mexican man approached us and said he knew a short-

cut to customs. After talking with him I gave him a few pesos and he gave us a rough verbal map of the shortcut. We took off on a road out of the customs line toward the city. Then we jumped over a curb and down an embankment by a construction area. Then I followed the KLR rider up another embankment over a curb and landed in a space between cars in line. I worked my way between cars to the right side in the far lane. Then I inched my way by all the vendors selling food, trinkets, statues, clothes, shoes, etc. Now I was the fourth vehicle to go through customs. Right on! No problem at customs. I was glad to be on I-5 and my way home.

I wanted to get to the other side of LA before I stopped. The morning traffic would be difficult. I stopped in Santa Clarita for dinner. Feeling good I decided to continue to Oakland. I rode over the Grapevine and up toward the Valley. As I approached Hwy 33 by Anderson's Pea Soup Restaurant I heard a noise (Pssss). Oh no that does not sound good. I turned off the exit and into a truck stop. It was 1:30AM and I did not have a cellphone. I checked my front tire. It was OK. Then I checked the back tire. It was flat. Great! Oh well, at least I was at a truck stop. I put the bike on the center stand and rotated the tire to spot the puncture. I came upon a nail that was lodged horizontal in the tread but not in the tire. I continued to rotate the tire. There was a tread that was missing and a hole in the side of the tire. Rats! The tire was destroyed. I pulled out my MOA roadside assistance card. I went into the Truck Stop to find a public telephone. Yes they had one. I tried to call the 800 number but the system would not connect me. How frustrating this was. I finally talked to the operator that had a thick accent. He told me that this system could not connect me with a toll free number. Bummer...I talked to Diego, the night manager of the Truck Stop, and pleaded with him to use the store landline. He agreed and I called the MOA and got through. They did not put me on hold. Within a half hour a tow truck arrived from Newman. The young tow truck driver knew his job and was a pleasure to talk with. I was so pleased to finally be on my way home. I arrived in Oakland at 4:30AM, parked my Africa Twin Motorcycle by the curb, and went to bed.

Good Night & Happy New Year !

Fred Montano

APRIL 2018 DARWIN AWARD WINNER



April's Darwin Award goes to Fred Montano who set himself alight while cleaning an alternator (which was connected to the live battery of his truck) with gasoline using a metal handled brush. Fred managed to ride his LT to the emergency room to have his hand treated for second degree burns.

Fred will hopefully back on the road for this months camp out

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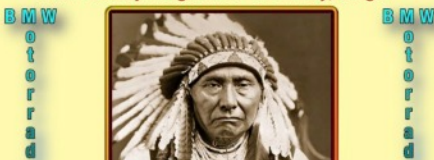


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[CLICK HERE FOR MORE INFORMATION](#)

BMW Riders of Oregon 2018 Chief Joseph Rally

Grant County Fairgrounds - John Day, Oregon



June 29, 30 & July 1

ONLINE REGISTRATION NOW OPEN: BMWRO.ORG

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A&S BMW Motorcycles Maintenance Tips

When it comes to safety, there's no more important system on your motorcycle than its brakes. Powerful and reliable, with ABS standard on most models, high-quality braking systems make BMW motorcycles among the best on the market. Designing a brake system that can stop your bike safely and can last for thousands of miles is quite a balancing act and BMW engineers have designed brake pads that deliver serious stopping power - and longevity. A&S BMW Motorcycles highly recommends you **use OEM BMW brake pads** to maintaining the high level of performance designed into BMW brake systems.

A word about breaking-in your new bike and/or new brake pads:
Some riders notice that their new bike's brakes start to squeak. Others hear disturbing noise after short operating times with recently-installed new brake pads. BMW has found that heat build up in the brake pads due to heavy braking can cause permanent surface changes (glazing) of the pads and/or discs. So be sure to give new pads a chance to "break in" by avoiding heavy braking for about 300 miles. Yes, this means that when your brakes are fresh, you should forego track day, limit downhill riding and avoid high speed riding all of which would necessitate heavy braking - for a while.

CenCal Spring Fling 2018 American River Resort in Coloma

Starts Friday May 4th and ends Sunday May 6th

For the first time ever BMW NORCAL members are invited

Pre-Registration is now open and will end 4/29/18. No entry at gate.

\$65 entry includes camp site next to the river, catered breakfasts and meal Saturday. Friday night pot luck

Highly recommended by John Ellis - My favorite Spring event

1st Annual BMW Cross-Border Ride

The 1st Annual BMW Cross-Border Ride with Rally at BMW Long Beach was a great success! A huge thanks to everyone that participated and to those that supported our first go at this unique event, especially Dave Lindahl at BMW Long Beach for opening his dealership to us! We ended up touring through Baja with 40+ riders and we had an incredible time. Our Sister Club really outdid themselves with great camaraderie and hospitality. So keep an eye out, we will be sharing much more over upcoming months, including a great ride opportunity with our Sister Club to Oaxaca for the BMW Mexico Annual Convention. Details to follow or shoot us an email. Thanks!

Nick, Kevin, Jorgen



Photo taken at the amazing Meling Ranch, Baja

March 2018 Death Valley Campout



Nick Kevin and son in Rhyolite

Around 30 members and guests showed up at the annual death valley campout. Less than the usual attendance. Perhaps some were put off by the forecast of rain which is unfortunate since I rode Thursday to Sunday and did not hit rain once. The weather had a secondary benefit that the valley was cooler than in previous years hitting a high of around 80. A personal first for me was the ghost town of Rhyolite and Titus Canyon where I discovered how limited my off road abilities actually are. My only fall was when trying to navigate round another motorcycle group who were in the middle of road evacuating an injured rider by car. The ever patient Ed Perry had rode ahead to take a picture of me riding the scenic part of the canyon. Unfortunately I took too long and he came back to look for me so there is no permanent record of my epic feat.

Riding out of the valley over 4956 ft Towne Pass early on Sunday morning, there was a covering of snow by the side of the road covering the desert plants. Unfortunately I was too cold at this point to stop and take a picture but it was spectacular

John Ellis



Ed points the way to Titus Canyon



Greg present new membership package to Kevin McKenney



Model Village in Rhyolite



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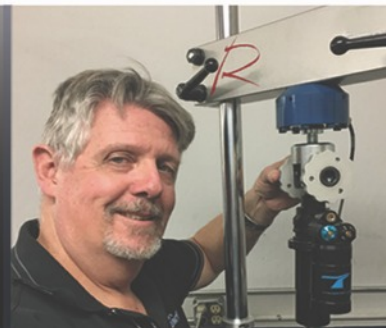
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Events

April Member Meeting - Songdog Ranch!

28 -29 Apr 2018
8:00 AM Cowboy's Corner Cafe,
946 Main Street, Watsonville

CenCal BMW Spring Fling 2018 American River
Resort in Coloma

Friday May 4th and ends Sunday May 6th
Norcal members invited check out CenCal website
at /www.ccbr.org

2018 49er Rally!
24 -28 May 2018
5007 Fairgrounds Rd,
Mariposa, California

29 June to July 1
Chief Joseph Rally
John Day, Oregon

Pre-registering for events at
www.bmwnorcal.org is highly
recommended. Avoids the need
to sign a waiver at the event.

ANNIVERSARIES

David Halliwell 15 years



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