

JULY 2023

NORCAL NEWS



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THE 32ND ANNUAL

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2023

PRESIDENTS COLUMN

This year's June campout and election meeting brought us to the historical Uncle Tom's Cabin outside of Pollock Pines in the Elderado National Forest. What an absolutely beautiful spot. Wide open meadows, fresh crisp air and no shortage of cold beverages. The weather was in the high 70's during the day and low 50's at night. We could have not asked for better weather.

I was not able to make the Saturday breakfast ride. But I hear the ride was exceptional. Thank you Mark Stevens for leading the ride and getting everyone to the campground safely. Mark is one of our newer members but has proven to bring great value to the club.

There were many Board Positions to fill this year. President (for 1 year), Vice President, Treasurer, Tour Captain and Safety Director. It is great to see the diversity on the board and the interest in keeping our club going. I am looking forward to working with the new board members.

Thank you to Kevin Coleman, Jorgen Larson and Hugo Bonilla for supporting our club for the past 4 years.

We had about 100 people show up for this campout. The food for this year's election was off the charts. We feasted on Roasted Pig, rice, green salad, potato salad, dinner roll and a cookie or pie for dessert. There were alot going back for seconds. It was that darn good! It was nice to hear everyone's appreciation for the hard work put in behind the scenes to make this happen. Thank you to Jet Libs for the hook up for

the Roast Pig, thanks to the Crispy Pata for preparing the meat, and a huge Thank you to Uncle Tom's Cabin for their run to Costco and hospitality.

Your board keeps very busy behind the scenes. Planning 11 monthly campouts, attending 12 board meetings, planning for the 49er Rally, Range of Light, Oktoberfest and Christmas Party. Volunteers are a key asset to our club in getting things done. Without them we could not do what we do. With our membership growing close to 400 members, we need all the help we can get! Many hands make less work. The more help we have the better our club will be. I encourage all members to come attend board meetings and bring your ideas for rides, campouts. We typically hold our meetings the first Saturday of every month at MotoGuild on Treasure Island. You can also submit your input to president@bmwnorcal.org to ensure it gets considered at the Board Meeting. Always check the website for up to date time and location.

As your president my goal is to keep the campouts as fun as possible. Campouts are a time to enjoy the company of friends and family, unplug from the everyday grind and be with people who share in the enthusiasm of riding, camping and the outdoors.

Keep the shiny side up

Tresha Holloway - President

EDITORS CORNER

The editor's primary job is work on appearance and readability of provided content. For some time, a miracle always seems to happen on or before the 20th of the month and I am provided with unsolicited articles and content. Unfortunately, this month, nothing arrived and at the Uncle Tom campout with less than a week to go before publication I had not started on the newsletter. After I made a pathetic plea at the campout, jokingly suggesting that I would be forced to write an article describing Whitworth thread patterns, help arrived courtesy of Adrian Pineda and Delf Hedde. Massive thanks to both.

The campout/election meeting was a huge success and I have included several pages of photos and Chris King's entertaining historians report. I would like to thank the following for submitting pictures, Tom Witt, Wendy Myers, Mylene Larson and Mini McMahon. I strongly suspect this list is incomplete and for that I apologies, but thank those unknowns anyway.

Next month I will be facing the same content challenges, so if you have an idea for something that would be of interest to your fellow members, please send it to me. The quality and success of the newsletter is dependent on you. Thank you

John Ellis

49ER RIDING COMPETITIONS RESULTS

GS Challenge

1st Dave Diaz

2nd Bert Lankins, Brian Bennett

English Trial - Women

1st Anja Seitz

2nd Tresha Holloway

3rd Barbara Schulze

English Trial - Men

1st Derek Johnson

2nd Darren Holloway

3rd Scottie Sharpe

Asphalt Trials

1st Eddie Chan

2nd Cory Call

3rd Derek Johnson

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RANGE OF LIGHT GYPSY TOUR 1-4 SEPT 2023

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

Riders can look forward to:

- *Two days of some of the best riding in the State*
- *3 nights grassy camping.*
- *Hot showers and catered dinners Friday, Saturday and Sunday nights.*
- *Cold drinks - included with registration.*
- *Poker Run with cash prizes!*
- *Fun door prizes and sponsor swag.*
- *Sag wagon to haul your gear (soft luggage only).*
- *Rescue wagon in case there's a problem.*
- *Printed route booklet, shared Rever route files/downloadable .gpx files.*
- *Rally Shirts, pins, and stickers.*

As with all BMW NorCal events, riders of all brands of motorcycles are welcome to ride in the ROL, as long as the bikes are street legal, in sound working order, registered and insured.

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

Tresha Holloway President
Linda Rodda Vice President
Chris Petlock Treasurer
Richard Leevey Tour Captain
Delf Hedde Safety Director



Massive thanks to departing board members

Kevin Coleman
Jorgen Larson
Hugo Bonilla

ELECTION RESULTS



Introducing Norcal's 2023 Board

Mike Murphy
Chris King
Delf Hedde
Chris Petlock
Linda Rodda
Tresha Holloway
Richard Leevey

IRON BUTT RIDE PLANNING AND PREPARATION

I have read many articles about completing Iron Butt rides (Saddle Sore, Bun Burners, etc.) all while completing five (Oregon is next), so far. Items like a packing list are common, but then the stories seem to gloss over the actual planning part and dive directly into the horrors and successes of the ride. In my experiences, the more detailed planning, the easier and more successful the ride. For my planning, I use many resources and processes which are layered like details on a map to configure the ride. Admittedly, I have benefitted from doing most of my rides with (Vince) a very experienced, planner, traveled rider/mechanic and trusted friend. Doing a ride with another biker and having them review the plan prior adds a level of safety and security which cannot be discounted.

The Iron Butt Association site has all the rules and guidelines to complete a ride. They claim over 75,000 members and have the requirements and some recommendations on how to track and report the ride. For those about to do your first, go there and read them. Then read them again and again.

Nobody "needs" to do an Iron Butt. Many times, weather or other (Family, work, etc.) issues have brought the ability to do a ride

safely or conveniently without bringing added stress into question. My response is always, "The State(s) will always be there". The point is to only do a ride when it's safe and convenient. All you do in planning and preparation reduces stress in thought and execution during the ride.



I always share my route plan with Vince so he can check it and find any possible errors or suggested amendments. I print the finalized plan. It is brought in a folder and we have it on our phones for reference. Most everything mentioned here can be adapted for other rides. Experienced distance riders will probably already know or do more than I cite in this article. Many of the

suggestions have become my routine habits for planning all my long distance and overnight rides now.

These rides will tax you physically (my neck is usually the sorest body part after them) and mentally. Two brains or more working toward the same goal will sometimes make all the difference between success and failure. So, point number one is considering doing it with another rider. Point number two is to go over your plan repeatedly, refining it as best you can before execution.

Read the Rules www.Ironbutt.org

Is the motorcycle ready?

You should be confident your bike will not need any service (Tires, brake pads, oil, insurance, registration, etc.) between leaving for the ride and returning home. Physically check and then bring a tool kit to ensure you can repair a puncture, add coolant, oil and fix a burnt fuse or burnt headlamp. Don't let a repair or adjustment costing a few dollars fail the ride. Have a first aid kit with aspirin, and enough to get you through anything less than a trip to an Emergency Room or keep you alive until you get there. I carry a large bottle of water, even though I make a point to buy cold beverages (Gatorade Zero usually) to stay hydrated on the trip.

If like me you listen to radio or music, ensure your headset and or other audio gear is fully charged and if possible, carry a spare

battery. Personally, I loathe the idea of riding 16 hours or more without music or news. I always bring two cameras. A Nikon D5600 and my iPhone. I use both to ensure I get clear pictures (I take several and choose the best later) of my receipts next to the odometer. Where you take the picture matters as bright sunlight can make a picture unreadable. Remember to physically look after taking the picture to ensure the picture(s) you take clearly shows both the receipt and odometer with your mileage written legibly.

Have more than one pen which will write on the receipt. All receipts immediately go into a dedicated Ziploc bag which I secure in my top case to avoid damage or getting wet. And remember your initial ride start time is whatever is printed on that first receipt you receive and photograph next to the mileage on your odometer.

Planning the route

This is one of those rides where I look for the quickest route possible using the fastest roads available. Major freeways always figure in to make more distance with less time. If two lane roads and topography cannot be avoided, I try to configure the route so those roads are done at the beginning or early as possible into the ride. This is so they are completed when I am the most rested and less likely to make mistakes. Doing the last 200 miles of a ride in the dark night on a large, well-maintained freeway is certainly easier and safer than on a road like the Pacific Coast Highway between Carmel and Morro Bay.

I create a list of every fuel stop during the route using Google Maps/Street. I am looking (Street view) for major brands (76, Chevron, Shell, etc.) which are open 24 hours. My routine is refueling approximately every 200 miles. Stops are also dictated by proving a change in direction along the route. So, you may be forced to refuel sooner. The 200-mile distance is approximately at 3-hour intervals and is just at the point where I need a stop to rehydrate and have a bathroom break. If I do get some food, I eat it while standing, near the bike. Remember to stand during any breaks as there will be plenty of seat time on the bike.

A small detail to planning is knowing where or having others stations adjacent to your planned stop. I have pulled up to a station only to see all the pumps roped off for maintenance or testing.

Though routinely less expensive, I avoid Costco as the lines are usually long and can cost you precious minutes and there is usually no bathroom/store immediately available. The newer the station the better as you will need to ensure you can get a receipt at the pump to photograph next to your odometer. I have on many occasions personally made a phone call in advance (Yes, you can do this.) to questionable stations and asked if there is an employee there during certain hours. This is so I can confirm if the pump is unable to print a receipt, I can get one from the attendant.

I always carry paper maps of the route to ride. GPS is great, but there is something about a AAA map to look (and deal with unexpected detours) at the big picture. I fold one into my tank bag of the area riding and adjust it as needed along the route at fuel stops. Finally, in California, you can call CalTrans at 1-800-427-ROAD (7623) to get automated road status information for highways. If traveling into other States, I find out the State speed limits and local rules (Lane Splitting?) by State.

One of the last details I do before leaving my home/motel room is putting the addresses of my trip's destinations into my GPS. I name each individually (i.e., Chevron Barstow or Fuel stop #1). A trick for me is to enter all of the planned stops, last to first. That way when I push the Where-To icon and then most recent, it displays them in order from the first to last. This reduces the need for additional searching for the address in the GPS. You can look at your printed planned route to confirm your next stop chosen in the GPS is correct.

Example of a planned route

May 3 The In-State Arizona ride

Day 2 Chevron 592 E 16th St, Yuma, AZ Open 24 hrs **Speed limit is 75mph in AZ**

Shell	16098 Camino Adelante, Picacho, AZ	2 hrs. 48 min	186 miles
Marathon	105 US-70, Safford, AZ	2hrs. 29 min	167 miles
Chevron	959 Navajo Blvd, Holbrook, AZ	3hrs. 39 min	210 miles
Speedway	US-160 #163, Kayenta, AZ	2 hrs. 49 miles	171 miles
Shell	4525 US-89 S, Flagstaff, AZ 86004	2 hrs. 17 min	144 miles
Chevron	3260 AZ Hwy 66, Kingman, AZ	2hrs 3 min	149 miles
Red Roof Inn Kingman	3275 E Andy Devine Ave, Kingman, AZ,		1038 miles

Gas, Food, Lodging

When starting a trip away from home, I take into account where I will stay the night before, where it ends, the food nearby and as noted, the fuel-stop where the trip starts. Despite a low room rate, I avoid lodging near Truck Stops as not to be disturbed by Trucks coming and going at all hours. Due to the possibility of sirens, I have been known to avoid lodging any place near a hospital or Fire Department.

Admittedly, my concern for the security of my bike tends to increase and have me in lodging where the bike is immediately

outside my door or window. It allows me to view the bike and decreases the amount of time in the morning needed between when I wake, pack up and depart to the first fueling. I cover my bike, lock the steering and run a conspicuous cable lock through the cover and wheels.

If possible, my location to depart from has a nice restaurant, lodging and fuel, literally within walking distance of each other. At the end of a ride, I want a shower and off the bike for the rest of the day. I look for lodging near a 24-hour restaurant (Denny's, etc.) where I can get a good meal within walking distance of where I will be spending the night.

Weather

With proper planning, most rides can be done year around. Obviously, some states are easier in the winter, California, Arizona, New Mexico, etc. States north of California in the summer are cooler, but there is always weather. The coldest I have ever been on a ride in my life was the middle of July in Oregon. My bad. I didn't look at the weather and wore nothing but

mesh gear when I departed on a typical 100-degree July day in the Central Valley of California. I then encountered 35-degree mornings north of Klamath Falls. There are plenty of sites such as Weather.com to help you prepare. Weather matters. Keep an eye on it. When planning a route, look for expected prevailing and normal wind directions. A tail or head wind for hours on end is always preferable to a cross wind.

Time of the year and required direction

Despite an early start, almost every ride will end after dark. If you are planning a ride where you wake up and head east, then at the halfway point turn around and head west, you will spend most of your trip with the Sun in your eyes in the morning and then setting on your eyes in the evening. Consider routes north to

south or routes ending in the west when the sun will have gone down. This will help to put the sun at your sides and not your face. Late Spring and early Summertime have the longest days of sunlight. During winter in the Central Valley of California, Tule Fog can be downright dangerous and even though our winters tend to be mild, it has to be considered.

ATGATT

I subscribe to the motto, "All The Gear, All The Time". I wear the best gear I can. I don't ride wearing tennis shoes, non-padded (Levis) pants, coats, gloves or non-motorcycle boots. I wear full face helmets. I have gone down hard in the past and in 1993 my full-face (BMW System II) helmet was destroyed saving my life. Given the times your ride will occur, you might consider bringing both clear and tinted face-shields to swap for light to dark conditions. If you take medications, consider carrying at least an additional days-worth in case of a delay or breakdown.

Because it has happened, I carry spare prescription transition lens glasses which darken automatically in case either my clear glasses or sunglasses are damaged or lost. I carry my medical

insurance cards and a KLIM Emergency ID which has contact(s) information and all my listed medications.

So, there you have it. Some thoughts on how you can do your ride. I'm sure others have many others not offered or considered here. Importantly, always remember to ride your own ride when you want, how you want, at your level of comfort and ability. I like riding with another, but have done a 1K ride solo. I haven't done it with a Pillion, but many others have. Adjust and amend your strategies for the differences. Happy planning!

Adrian Pineda



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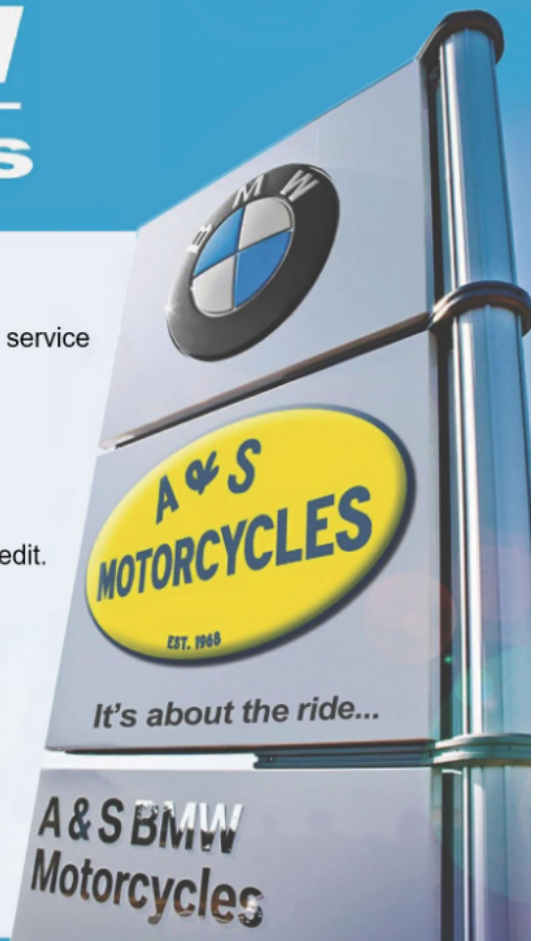
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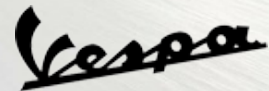
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BAD THINGS CAN HAPPEN TO GREAT RIDERS

Dr Harry Wong (Doc Wong) is a well know personality in the Bay Area Motorcycle scene. He is one of the strongest advocates for motorcycle safety in the area and demonstrates his commitment by regularly offering free motorcycling clinics (Street riding, Dual Sport, Dirt).

Doc Wong is a regular contributor to the local motorcycling forums, and mid-June he posted a report about an accident he had, that really struck a chord with me. This one feels especially tragic, as it was not a cellphone toting cager who caused the accident, but a fellow rider.

You might come to your own conclusions, but a couple of things seem to be clear:

- No matter how good you think you are, there is always potential to get better.
- No matter how good a rider you are, bad things can still happen.
- Don't push your limits while street riding – that's what racetracks are there for.
- Always be aware of your environment and stay vigilant.
- Always wear all your protective gear

And I personally decided a long time ago that Skyline on weekends is not a safe place to ride...

For those of you that don't follow the forums, here is a copy of Doc's post (published with his permission).

Delf Hedde Safety Director

"Hi,

First of all I'm ok. Sore, injured but not hospitalized. Unfortunately, this did end up in tragedy. We lost a rider today and I was unfortunately involved. I thank my lucky stars that I'm still here and not dead....

It was Sunday June 11, 2023 just a couple of days ago. The day started out wonderfully with another Sunday of my Doc Wong Riding Clinic, now in our 30th year with over 55,000 riders now having attended my various clinics. I was leading Group 1 as usual and had a wonderful day of riding our beautiful Bay Area twists. Taking off from my chiropractic office in Belmont, after an hour talk on skills and safety, we took off in groups of 10 riders with volunteer ride leaders. Up Skyline, down Tunnitas Creek, Stage, Swanton and then to lunch at Davenport. Wonderful spot.

We take off thru the hills and I take group one thru Bonnydune, Smith Grade, Jamison Creek, then to China Grade which was closed due to a huge tree fall, but that didn't stop us, we cleared enough space for all of us to get thru except a guy that was with us with a huge beautiful fully dressed Indian cruiser. Then we went back down Hwy 9 and took Bear Creek to our end of ride at Skyline and Hwy 9.

Funny though, I had a couple of funny "feelings" of foreboding during the ride. Everything was clicking along well during the ride, I felt good, confident, and riding way within my skill level. But still here and there, a feeling like I can crash....weird. I just shrugged it off. At the end of the clinic, we did our debrief and it was all very cool with lots of smiling faces and we said our good byes.

Then Phil Howell and I took off toward Alice's heading home. Phil was leading 50' to 100' in front of me, as I just wanted to follow, being the leader all day, and we were being very chill, going a normal relaxed speed down Skyline.

As we got to the Thomas Fogerty straight away.....Tragedy struck!!!

We were in our lane with no one in front of us, going at a chill speed and then all of the sudden....WAM-BANG-SMASH. I felt a severe violent impact hitting the back left side of my body. The violent impact twisted my body clockwise and I was twisted off my 2008 BMW R1200 GS. I tumbled, slid, tumbled, slid at speed, accelerated by the forward impact on my body. I could feel the various parts of my body and helmet impacting the ground over and over. Holy shit....

When I stopped tumbling and sliding, I immediately got up. Immediately cautious that adrenaline can mask major injury, I carefully did a self-body assessment and after a while, it seemed that I was ok. I had slid and tumbled 100 yds or so. Not sure but seemed like a long way.

I was surprised that I was still alive. And as the minutes passed, I was surprised that I had not had immediate severe injuries.

As I came more to my senses, I saw my BMW on top of Phil's KTM. I was quite relieved to see him standing and walking around. We both made it our alive.

Then to my horror I saw the bike and rider that hit me, that blew my bike into Phil's KTM which landed on top of him. That rider was on the ground and not moving, there were people around already doing CPR on him. As that rider crashed, it went end over end and the bike crushed him. It was sickening and both Phil and I knew, though the rescuers were diligent in doing CPR, he wasn't going to make it.

The bike was a new Ducati Streetfighter with modified exhaust. It's a 210+ horsepower bike, very fast....too fast. Phil saw the rider impact me thru his rear-view mirror and estimated that he hit me at over 70 mph over my speeds. Most likely going 120 mph. He was obviously going to pass us. Me in my almost vintage overweight-underpowered GS1200 and him on his little KTM. We can only guess that he somehow lost control in his pass and drifted into me.

He made a major mistake and tragically paid the price. He was an older guy, 50's it looked like and I can only guess that he's got family and all I can say is God speed my fellow rider. And my condolences to his loved ones.

So, this is a situation where I was chill and relaxed after a wonderful day of riding. I can only say if I had only seen him coming, maybe I would have moved 12" to the inside of my lane that maybe he could have saved himself. Hindsight is easy, but my lesson is that even when riding in a relaxed manner that I'll be always vigilant of what is happening in my surroundings always.

Also, my purpose of continuing the Doc Wong Motorcycle Riding Clinics is stronger than ever to help riders ride more skillfully, more safely and make better decisions in life to continue their love of life and motorcycling for many, many, long decades of enjoyment. And not to have our loved ones grieving for us.

I've always considered motorcycling a relatively safe activity if you improve your skills, ride within your skill levels and make good decisions. I still do, but I definitely know that there are sometimes when just shit happens. This won't stop me from riding, I'll just ride better and odds are I won't ever use up my 9 lives. I've used 4 so far and don't plan on using any more.

Ride safe, ride well, live well. Love your family, friends and associates
Doc Wong"

The original posts and some long discussions about the accident, can be found at the Bay Area Riders Forum at: <https://www.bayarearidersforum.com/forums/showthread.php?t=5587120r> or to the South Bays Riders at: <https://www.southbayriders.com/forums/threads/169159/>

To check out Doc Wong's motorcycle clinics, check out his homepage <http://www.docwong.com>



Clean-Up Your Garmin before the Range of Light

The Range of Light this year kicks off on September 1st. A large number of participants rely on Garmin navigation. GPX files will be available prior to ride days, and there are a few things that you can do to make sure your Garmin is good shape and ready to go.

Stage 1 Spring Clean

At last year's the Range of Light I had an individual come up to me after the first day, claiming the GPX file had not been loaded on their device. (Name withheld to spare embarrassment). After thoroughly checking I was able to see the GPX file had been correctly downloaded. The problem was that his Garmin had so many routes "active list" it was hard to find the new RoL routes. The individual falsely expected the new route to show up at the top of the list – what was he thinking about? - this is Garmin software we are talking about.

To fix this is really easy, non destructive and recoverable. In the top left of the screen displaying your active routes there is a wrench or some other symbol. Select this and you should then be presented with a "Delete" function. You can delete selectively or delete all active routes. The easiest thing to do is delete all. I would recommend a delete all – start again with an empty list.

You should understand at this point you have NOT deleted the original GPX file. All you have deleted is the file the Garmin uses to provide turn by turn directions. The original GPX file is still on your Garmin and can be selected and downloaded by selecting the wrench symbol again and then selecting a particular route (GPX) for conversion to Garmin's internal run time file format.

Stage 2 Deep Clean

When an original GPX file is created it contains a number of way-points. Way-points are required to force the GPX route to follow a specific path. When Garmin takes a GPX file to convert to its internal format it takes all these way points and dumps them in its "Location" file. Typically, you put your home address or other important address in "Location" file. However, Garmin software in its infinite brilliance dumps all the way points in the location folder. Of course, after performing a Stage One Spring Clean (above) and removing Garmin routes, Garmin does not clean up all the way-points it dumped in your location file. The Location file can still be searched but forget about scrolling through the list.

Perform a Deep Clean by deleting the location list, and then add back the important addresses that you actually need/use.

There is actually one useful aspect of this way-point dumping behavior. If you are following a route and something happens and you just need to get to the end point as quickly as possible, if you know the name of the end point, search for it in Locations and get the Garmin to route you directly. However, deleting the Location list is a periodic cleaning activity you should consider.

Stage 3 Ultra Clean

To perform an Ultra Clean, you need to connect your Garmin to a USB port on your computer. Using file explorer navigate to the folder on the Garmin holding original GPX files. Here you will see all the GPX files you have ever downloaded. Simply delete the files you no longer need. Alternatively copy the GPX files to your computer and then delete the files on the Garmin. This way, if a GPX file is needed at some point in the future it will still be available to you.

Garmin is smart enough to pick up .GPX files in any memory location – not just the folder marked GPX files. Take a look around using explorer and make sure you find them all (might show up at root or in extension memory)

John Ellis

JUNE CAMPOUT AND ELECTION MEETING AT UNCLE TOM'S CABIN

This year's election Meeting was a two day camp out held at a Uncle Tom's Cabin in the Eldorado National Forest. Many members took advantage of the two-day camp out to visit local places of interest on the Saturday. For the actual election close to 100 members were in attendance. The results of the election are captured elsewhere in this newsletter.

The catered Saturday evening meal was by a common consensus, the best meal ever put on by Norcal. Two pigs were sacrificed for the occasion. Members Jet Librodo and Jessie Caldo together with Andrew Villanueva and Ricky Celemin from the Crispy Patas Motorcycle Club organized the cooking of the little porkers, and the UTC staff volunteered to get all the dinner sides and desserts from Costco and also helped with the serving

Owen Balduf and Chris Jones arrived on their motorcycles all the way from Southern California to provide musical entertainment around a huge fire pit. All in all, a truly memorial camp out.

Uncle Tom's Cabin Historians Report

Before there was Toms Cabin... There was Johnathan Davis, a Gold Rush prospector. He was just a regular Jo until Dec 19th, 1854 when one of the deadliest small arms engagements of its kind occurred. It was Johnny vs a Frenchman, 2 Americans, 2 Britons, 4 Mexican and 4 Australians. This group of banditos had actually killed 4 American and 6 Chinese miners the previous day. Johnny single handedly killed 11 of these 13 armed outlaws at the nearby Rock Canyon; using two colt revolvers and a bowie knife. The other two fled for their lives.

Fast forward 10 years later, in 1864 the original Uncle toms' cabin was built by Tom Markham. For a while it was used as a hunting, trapping and mining supply camp. Sadly, the original two-story cabin burned down in the 1920s. A photo of the original structure remains to this day located above the bar.

The cabin was rebuilt... but then burned; and then rebuilt, burned and rebuilt until it became the Toms cabin, we know today.

The oldest surviving structure on the property is the log cabin dating back to the 1800s. The current owners have had the property since 1922 and is powered solely by Solar and generator.

Pollock Pines as you can imagine is a heavily timbered mountain region making it a high fire zone. In 2014, the King fire, started by an arsonist, burned almost 100,000 acres and over 80 structures. It almost completely surrounded Tom's Cabin and was only saved by Firefighter strike teams. 8 years later the Mosquito fire also swept the area burning 75,000 acres with an additional 78 structures lost. It got as close as the backside of Stumps Damn. Despite all the danger, the firefighters again, assured the owners of Uncle Tom's Cabin that they would do everything in their power to save the structure... and they did.

According to the Tom's cabin bartender Rance, Snowshoe Thompson did in fact, serve the area of El Dorado County and has been a patron of Tom's.

As a side note, this was a mining area with several large mines, but anything metal from the local mines was taken by the army corps of engineers for WW2 war efforts -- even the Wells Fargo vault from Georgetown was ripped out and scrapped.

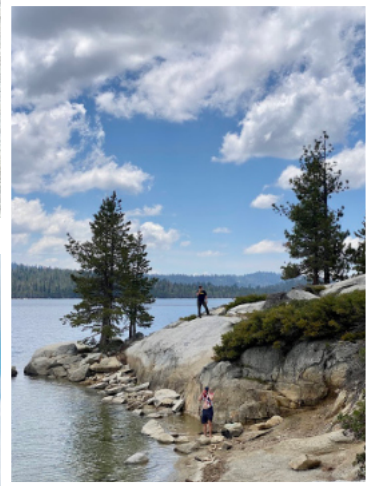
Chris King







Pictures from Rubicon Trail



Gold Bug Park and Mine



HOW TO LOOK AFTER YOUR TENT

At the 49er my beloved tent, a Kelty TN, finally bit the dust with a broken zip. I realize a choice of tent is a very personal. Just wandering around the last Norcal camp site I could not see two identical tents. My tent choice is based on me being able to get the tent, a hammer and sleeping bag in the Givi top box. This means the poles need to fold to a maximum of 14 inches, which is why I loved the Kelty. Unfortunately, the latest Kelty used 16-inch poles and did not meet my criteria. Looking for an alternative the only thing I could find was the Big Agnes Bikepacking tents which have poles that fold down to 12 inches. I am a cheapskate, but with a 25% off Memorial Day discount, I took the plunge.

I was looking at the care instructions on the Big Agnes site and found the following that applies equally well to any

make of tent. One thing I have noticed in the past is after camping at Death Valley the tent zips don't work quite as well as before, and even the visor mechanism on my helmet is rough and sticky. The cause, of course, is the fine dust. In the past I have used zip lubricant on sticking zips. In retrospect this was the wrong thing to do. Looking at the instructions below I should have vacuumed or brushed the zip and then washed in water. To be honest washing a tent is something that's never occurred to me before. The Big Agnes was pretty expensive (for me) so maybe now I need to start taking care of it.

John Ellis

Big Agnes Tent and Footprint Cleaning and Care Instructions:

Storage:

Always make sure your tent is dry and free of debris before storing. Fold and roll your tent a different way each time to avoid permanent creases. Store in a cool, dry place. Never leave your tent in hot temperatures (such as a car trunk or attic space) for long periods of time, as it will damage the material coatings. Storing your tent damp can result in mildew growth, which may cause your tent to smell, leak, or de-laminate. Mildew damage is not covered under warranty.

Cleaning:

For light cleaning, sponge the product with warm water (not hot).

For more thorough cleaning you will need:

- Wash basin (or bath tub)-Warm water (not hot)
 - Waterproof Gear Cleaner (we recommend products like Nikwax Tech Wash)
 - Sponge
1. Submerge your gear in warm, clean water. Gently agitate with hands. Empty dirty water. Repeat until most of the excess dirt/grime is removed and water is mostly clear.
 2. Apply waterproof gear specific wash and gently work into fabric with sponge.
 3. Rinse gear thoroughly.
 4. Hang it up to dry.
 5. Triple check that your gear is completely dry before storage or use.

Notes

Do not dry clean or machine-wash. Detergents and dry-cleaning solvents will damage the fabric and ruin waterproofing.

Never use hot water, bleach, liquid detergents, or dishwashing liquids.

Allow to dry COMPLETELY before storage or use.

Avoid prolonged direct sunlight as UV exposure can compromise waterproofing.

Seam Sealing:

Big Agnes tents are seam sealed as part of our manufacturing process! This seam tape alone is durable enough to prevent water leakage. Any seams that have been taped do not need to be seam sealed with a liquid sealer unless you want extra protection. Make sure the seam-sealer is completely dry before re-packing your tent. Damage caused by misapplication may void warranty.

Zippers:

Keeping your zippers clean will help keep the coils and sliders from wearing out. If filled with dirt, vacuum or brush zippers before storing tent. We recommend Gear Aid Zipper Cleaner and Lubricant.

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CONTACTS

PRESIDENT*
Tresha Holloway (707) 364-6869
(president@bmwnorcal.org)

VICE-PRESIDENT*
Linda Rodda (224) 622-5380
(vicepresident@bmwnorcal.org)

SECRETARY*
Mike Murphy (310) 497-0618
secretary@bmwnorcal.org

TREASURER*
Chris Petlock (707) 721-6000
treasurer@bmwnorcal.org

TOUR CAPTAIN*
Richard Leevey (510) 417-6422
tourcaptain@bmwnorcal.org

SAFETY/TECH DIRECTOR*
Delf Hedde (408)464-8094
safetydirector@bmwnorcal.org

HISTORIAN*
Chris King (417)576-5644
historian@bmwnorcal.org

NEWSLETTER EDITOR
John Ellis (925) 918 3106
newseditor@bmwnorcal.org

MEMBERSHIP DIRECTORY
Russ Drake (510) 427-3309
twobeemers@aol.com

ADVERTISING CHAIR
Manny Rubio (925) 784-4856
Adchair@bmwnorcal.org

49er CHAIR
tbd
49erChair@bmwnorcal.org

SECOND SUNDAY BREAKFAST
Edward Perry (408)206-6069
edwardperryt@yahoo.com

*Board Member

EVENTS

July Meeting and Campout

28 -30 Jul 2023 Bear River Group Campground (2 nights)
Pioneer, CA 95666
Registration required

Board of Directors Meeting

05 Aug 2023, 10:00 am-12:00 pm
at MotoGuild SF

August Member Meeting and Campout

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

The 2023 RANGE OF LIGHT GYPSY TOUR!

01 – 04 Sep 2023
Elk Creek CA 95939
Registration required

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	Steven Salter	5
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	Maria Stockdale	5
	Matthew Stockdale	5
	Jack Walshe	10
September	Tim Booth	20
	Anthony Lassos	5
	Mike Murphy	5
	Karl Paulson	5

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