



TOURCAPTAIN REPORT:

by Ted Crum

What a ride Russ Drake showed us on the September ride to Hornswoggle! I gave the lead to Russ so that he could show us some secret roads in his dirt-riding backyard, and he delivered. Some of his roads were already in my kit, like Pleasant Valley (below 49) but the rest are in my files now. The route, which started early due to its ambitious length, began at the Black Bear in Tracy (amazingly fast service, people who obviously enjoy the large portions.) Early on Russ showed us yet another way through the Stockton Airport (on Old Sperry) then up Jack Tone and Clay Station to riding country. Bass Lake, Green Valley, Lotus, Bayne, Spanish Flat, Darling, Wentworth Springs, Dog Bar, Rough and Ready – we hit them all while avoiding the Georgetown Fire area. I drew the GPS route and instructions from Russ's pre-ride track. The Hornswoggle group camp was large, flat, beautifully wooded and had large parking areas with a drive-through for boat trailers; worth remembering. There was no wood on site, but Mike Huntzinger and friends scavenged enough to keep the wild animals away. This was billed as a cookout, so another rider and I carried bags of charcoal for cooking dinner. There were a lot of stoves out at breakfast, I had bacon and eggs.

At the meeting Tom Harris told us about the nearby gold-rush-era Henness Pass, which connects Gold Country to Verdi Nevada (read his article in the newsletter.) Next day I took a ride east on Ridge Road, a wide and swoopy road to nowhere, toward the pass. There's a bar in Allegheny, and the Clampers who run the museum and campground in Forest City were drinking their morning beer when I rode up. Should be a good GS ride over the top.

The October 24 meeting is the Oktoberfest at Rancho Seco Park, 25 miles southeast of Sacramento. That's also the same day as the Clearwater Lights' open house (and free lunch!) in a Sacto suburb. So I put together a route that goes up the delta to Clearwater before proceeding through the foothills and dropping into camp.

The route took careful planning because I didn't want to re-use any of the roads that Russ Drake picked the month before. The start in the Railroad Café, 833 E Stanley Blvd, Livermore; stands up at 9:00. The route will be on Meetup and the web page.

The November meeting, actually on Dec 5, is at Plaskett Creek, on the coast below Big Sur, with Joyce leading in my absence. January 2016 will be at Laguna Seca, February is at Fremont Peak. For the March meeting in Death Valley I've added 2 single sites to the double site and group site that we already had. I've booked Black Butte Lake (near Orland, NOT Lassen) for April. May is the 49er, and the June election meeting is TBA.

Speaking of the June election, I'm hoping that you will look into your hearts (and your friends' hearts!) to see if they say "Tour Captain" on them. And the Newsletter Editor job is open NOW.

Enjoy the ride.

--Ted Crum Tour Captain

2015 CLUB MEMBERSHIP ANNIVERSARIES:

SEPTEMBER

Brian Goetz 5 Years

Linda Opp 20 Years

Wayne Opp 20 Years

OCTOBER

Don Alexson 5 Years

Carmen Vailly 5 Years

NOVEMBER/

DECEMBER

Lee Damico 5 Years

Marc Dubresson 15 Years

Doug Hubbard 40 years



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Buddy Scauzzo

SECOND SUNDAY BREAKFAST

Open Position

*Board Member



CELEBRATING 50 YEARS: 1965-2015

articles, photos, events, etc.
for the newsletter are due to the
editor by the SECOND SUNDAY of
each month.

PRESIDENT'S REPORT:

by Dan Rowe

No matter how many times I encounter good will and the instant sense of community that motorcycling creates, I'm amazed. My experience on the 2015 Range of Light (RoL) has so far been the highlight of this year.

It generally doesn't matter what you ride, motorcyclists respond to each other. We wave to one another and exchange friendly nods. Our club goes further. I've come to know and enjoy riding with many of our members. It feels great to know that I can share my passion of riding with other people. The community we have is physical and extends beyond the keyboards many of us sit behind for much of the day. I like that and I'm always excited about seeing my fellow club members. I met many new people on this year's RoL, and each were instantly part of our community. It's a great feeling to belong and share something in common with others.

Our turn out this year was great. I'll leave it to Joyce or JV to elaborate on the final numbers once the expenses are fully tallied. Profit, loss, and participation counts are important. To me, our success is measured by the number of volunteers engaged and the sense of community the RoL created among the participants. Each evening was paired with grassy camping, good food, and great company. Everyone I talked to enjoyed the routes and felt spoiled by the grassy fairgrounds.

I've gained much from being in NorCal. Friendships have been made with people in the club that I might not have ever met. Seeing the number of volunteers contributing to the massive effort that was the 2015 RoL makes me proud to be a part of this club. A enormous Thank You goes out to all of those that made the event possible and the participants.

TREASURER'S REPORT:

by John Vashon

Ghoulish news from the Treasurer about the club finances? Hardly, all quiet post Range of Light. Speaking of which, we were significantly "in the black" as attendance exceeded plan with 35+ riders registering at the event. The final numbers will be available once reviewed by the BOD at the October board meeting. Work continues to add new capabilities to our website to make it easier to do business with the club and for the club to do business. If the new site is approved by the BOD, members will be able to logon, view confidential club documents (meeting minutes and financial records), update contact information and see previous payments for events, dues or items purchased in the club store. Shoot me an email if you have questions about the club finances and wherever you ride, think safe!

THE HENNESS PASS ROAD:

by Tom 'Tuco' Harris

Of the fourteen or so trans-Sierra passes (*), one is not paved - the Henness Pass Road. Interestingly, the past two club meetings were at campgrounds which were roughly at either end of the Henness Pass Road. Stampede Reservoir, the location of our August meeting, is near the eastern terminus of the road in Verdi, NV. New Bullard's Bar Reservoir - September's meeting site - is about four miles from the village of Camptonville, CA - the western end of the road. Any claim of riding all the trans-Sierra passes must include the Henness Pass - in my opinion.

History:

Originally a trail first used in 1849, the Henness Pass Road stretched over the Sierra Nevada via the 6700 foot Henness Pass, down the ridge between the North and Middle forks of the Yuba River.

The road route is believed to be designed by Patrick Henness in 1849 or 1850. In 1852, construction on the primitive road made the route over Henness Pass into a toll road passable for wagons. Records show that as early as 1850 the road was already heavily used. By 1859 the rush for gold in California was waning. By mid-year, silver was discovered near Reno, and the exodus of miners from California to the big Comstock Silver Bonanza was on.

Henness Pass Road, with its easy grades and established mining camps and stage stops along the way, became one of the more popular routes to the Comstock. Traffic along the road became so heavy that it was suggested that freight wagons travel by day, and passenger stagecoaches at night. Demands for road improvements were constant. Numerous companies were formed in the late 1850s through the early 1860s to construct new portions of the road as well as to make improvements on the existing road.

The Comstock mines in Virginia City, isolated in the high desert, were served only by supply wagons that by necessity had to cross the Sierra Nevada. While the mines flourished, so did the freighters and stages that used the road. But, as mining production dwindled, the boom turned to bust. Then, with the completion of the transcontinental railroad in 1868, the need for horse drawn freighting over the Henness Pass Road became obsolete almost overnight.

During the 1950s, the federal government planned to realign and widen Highway U.S. 40 over Donner Pass to Reno. A group was formed whose proposal was to have a modern highway follow the old Henness Pass route instead of the U.S. 40 route. This proposal was not accepted, and Highway 40 eventually was replaced by Interstate 80 over Donner Summit.

The Route:

Starting from the west, there is a paved alternative at the western end of the road called Ridge Road. It starts at Highway CA-49 just south of Camptonville, and reconnects to the Henness Pass Road about 18 miles to the east. Don't miss the left - then right - turn on Pliocene Ridge Road at the turnoff to Forest City. Continuing straight at this intersection will take you to the town of Alleghany. About three miles east from this intersection, the Pliocene Ridge Road reconnects with the old Henness Pass Road. Another two miles and the pavement ends. Here, the road splits in a fork. The right-hand fork is the old Henness Pass Road. Of course, the paved Ridge Road aside, the purist GS rider will want to take the entire length of dirt on the old Henness Pass Road beginning in Camptonville.

Continuing east from the end of pavement, about 15 miles of dirt road follows until arriving at Jackson Meadows Reservoir. Here, there is another paved alternative all the way to Hwy CA-89, but the original dirt section closely parallels this paved section. A short distance south on CA-89, there is a sign at the turnoff to Kyburz. The old Henness Pass Road continues east through Kyburz, which is another point of historical interest. The road is gravel and dirt the rest of the distance through Sardine Valley to the intersection of county road 270 near Stampede Reservoir. Then continues on through Truckee Meadows and Dog Valley to the eastern terminus of the road at Verdi NV.

No tour route from Tuco would be complete without a recommendation for food. In Camptonville, there's "Burgee Dave's at the Mayo" - a tavern located in the old 1850s Mayo building - a great place for lunch before the ride, or to end a ride if coming from east to west on the Henness Pass Road. Outside dining is available, and beer and wine is served.

Continued on page 5

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There are numerous points of historical interest along the Henness Pass Road including the gold rush towns of Forest City and Alleghany. As a history buff, I recommend checking them out.

For more information on the Henness Pass Road, Forest City and Alleghany I recommend the US Forest Service - North Yuba Ranger Station in Camp-tonville at the intersection of Marysville Road and highway CA-49. Call 530-478-6253 for business hours. The station has detailed brochures which are attributed to the information I wrote here. Glenn Sundstrom - the district supervisor and resident Archaeologist - is a wealth of local historical information about the Henness Pass and the Gold Rush era.

(*) https://en.wikipedia.org/wiki/List_of_Sierra_Nevada_road_passes

-- Tom 'Tuco' Harris



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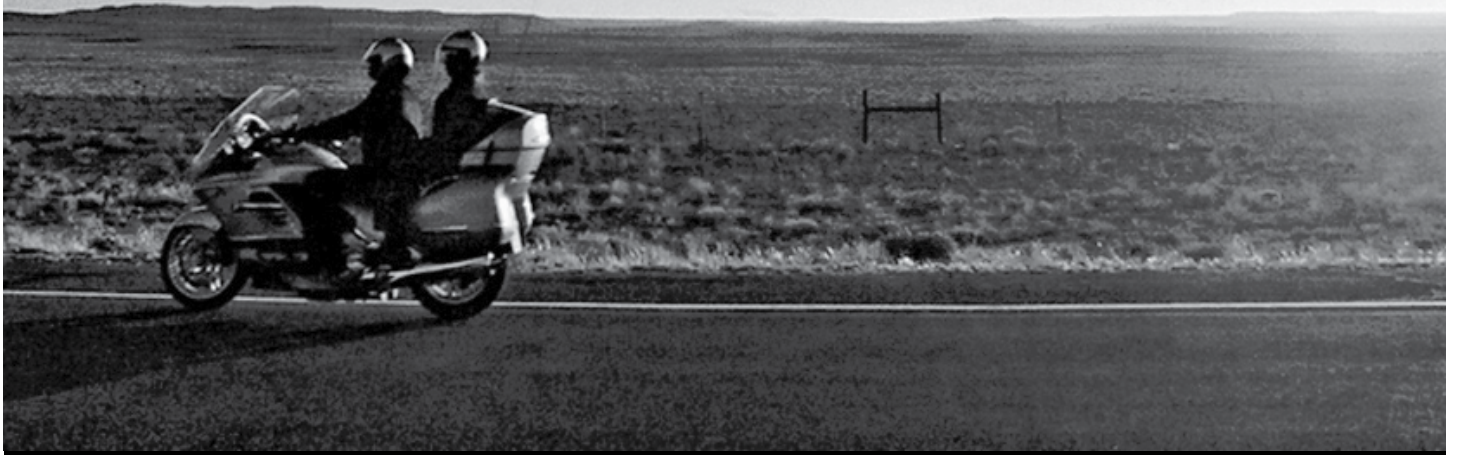
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Please be our guest for our 5th Annual Clearwater Lights Fall BBQ and Open House October 24th. This event has been a huge success in the past, so we're continuing the tradition this year. You're invited to join us for a fantastic BBQ lunch and an afternoon of fun, including prizes for the bike with the most miles, the long distance award, and other giveaways. You could even win one of our cool LED flashlights and the grand prize is something you will not want to miss! Clearwater Lights, 11305 Sunrise Gold Circle, Suite D, Rancho Cordova, CA 95742

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Erica 100% Stock Headlights

With the CANbus system, BMW brought motorcycle electrical design into the modern age by allowing direct monitoring and control of nearly every component on the bike, while eliminating the heavy, bulky wiring that would normally be required. As a result, electrical accessories such as auxiliary lights and horns can no longer be added without introducing their own cumbersome wiring harnesses and awkward controls. Wouldn't it be nice to add the safety of powerful LED lighting to the motorcycle, then control it instantly with the familiar interface?

CANopener is the solution.

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WHAT'S HE TRYING TO TELL ME?:








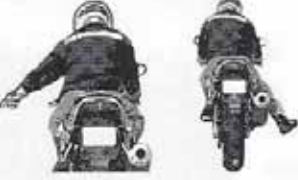






by Steve Kessinger

Most of us at one time or another join in on the club's group rides, whether it's to a campout destination or the tour after our second Sunday breakfast. There are also shop rides sponsored by one of our local dealers, or just going somewhere with a friend. In each of these cases, unless equipped with wireless intercoms, there is very limited communication between rides while under way.

To that end, our friends at MSF has put together some hand (and foot!) signals to help keep the group informed as to what the leader is saying to the rest and why. Print or tear out this handy chart for your tank bag or where ever it's convenient. Add to this the basic hand signals you learned in Driver's Ed. Years ago; remember? Left, right, and slow/caution? So the next ride you're on, if the rider in front of you starts waving his arm you'll know what he's saying! Now let's ride!

Steve Kesinger; Your Safety Guy

Group Riding Hand Signals

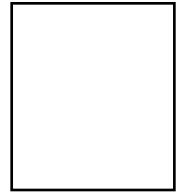
<p>Stop - arm extended out, palm facing back</p> 	<p>Single File - arm and index finger extended straight up</p> 	<p>Turn Signal On - open and close hand with fingers and thumb extended</p> 
<p>Slow Down - arm extended straight out, palm facing down, swing down to your side</p> 	<p>Double File - arm with index and middle finger extended straight up</p> 	<p>Fuel - arm out to side pointing to tank with finger extended</p> 
<p>Speed Up - arm extended straight out, palm facing up, swing upward</p> 	<p>Hazard in Roadway - on the left, point with left hand; on the right, point with right foot</p> 	<p>Refreshment Stop - fingers closed, thumb to mouth</p> 
<p>You Lead/Come - arm extended out, palm facing with index finger, swing in arc from back to front</p> 	<p>Highbeam - tap on top of helmet with open palm down</p> 	<p>Comfort Stop - forearm extended, fist clenched with short up and down motion</p> 
<p>Follow Me - arm extended straight up from shoulder, palm forward</p> 	<p>Pull Off - arm positioned as for right turn, forearm swung toward shoulder</p> 	<p>msf-usa.org</p>

NORCAL NEWS • OCTOBER 2015

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Ride to Camp; Camp to Ride



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COMING EVENTS

Information in this issue.

-
- October 24** **Oktoberfest** -- Rancho Seco Park
December 5 **Meeting & Camping** -- Plaskett Creek

blue/bold items are Norcal events. All events in California unless otherwise stated.