

OCTOBER 2019

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW Motorcycle Club of Northern California

Presidents Report

We are a quarter of the way through our club year and all things are trending positive for the Club. We finished our annual dues renewal period with a 90% renewal rate for the club. With the new members joining from the 49er and ROL we are now at a new member high mark of 301 members! This is a strong testament that the Club is doing all the right things.

We had a small but dedicated group of members show up at the September meeting. Even though the weather looked ominous, it turned out excellent and most people stayed pretty dry on the ride and campout. The nighttime lows in the 40s were a very comfortable for sleeping. The lightning show was a nice bonus!

Our meeting had two important votes. The first was to elect a new Vice President. Many thanks to Linda Rodda and John Notch for stepping up to the election and congratulations to Jeff Zane for being elected to a two year term as our Vice President. The fact that we had three candidates for our VP role is another metric that shows the health of our Club.

I had a few members request that we consider holding the VP election at our Octoberfest meeting where a larger turnout was expected. In accordance with our Bylaws, when a Board Member resigns we hold the election at the next Member meeting unless a majority of the members vote to move the meeting to the next member meeting to allow for further time to identify candidates and greater participation. I opened the floor to a discussion of the merits of holding the election vs moving it. After the discussion I requested a vote from the members and it was unanimous that we hold the vote at the September Meeting. It helped tremendously that we had three outstanding candidates to select from.

The second vote was the first vote on an important modification to our bylaws as it relates to membership. The primary purpose of the modification is to better clarify how attendance at the ROL and 49er results in membership and eases some of our administrative burden. I am pleased to report that after some discussions, the vote was unanimous. Our second voting will take place at our Octoberfest meeting. If you have any questions about the modifications please reach out to any of the Board Members to discuss.

We are busy preparing for our annual Octoberfest celebration and working hard to put on another great event for our members and guests. Over the past three years, the event has turned into a memorable time for all with outstanding food, drinks and fun. Please sign up early so we have an accurate headcount for planning purposes. I am also looking for a few volunteers to help out with planning, cooking and cleaning if you can help out.

Safe Riding

Kevin Colman President

Captain's Log

Well after the weather we had for the September Member Meeting/campout, it's clear we're well into the fall cycle, or maybe we just skipped right into winter? The campout was great, but an adventure. And before I share the details, I have to say that this ride was probably my favorite campout ride of the year.

The weekend started with having to pull the plug on the Prosser Lake campground due to an early storm rolling in, complete with forecasted snow. With some scrambling I was fortunate to get a great backup site with Hornswoggle campground at New Bullards Bar Reservoir, which some folks might remember from back when Ted Crumb was Tour Captain. The weather forecast got the better of a lot of the folks that registered, as just 8 turned up for breakfast (8-10 more headed straight to the campground). As we were heading out from breakfast the weather was brooding and ominous and threatening to unleash on us. We decided to ride up to La Porte and see how the weather was, and if it was holding we would continue on my planned ride. If not, we would forego the rest of the climb up the hill and instead circle back and hook around the foothills to the campground. This would shorten the ride considerably. The whole way up to La Porte the weather remained ominous but we stayed lucky as we found ourselves skirting the bad weather cells or coming through areas that just rained. We stayed dry. Near La Porte we found ourselves riding through heavy cloud layers and the temp was dropping. Things weren't looking so great. But we were still dry. After fortifying with a hearty bowl of chili at the La Porte store, we were warmed up and decided to push ahead. This proved to be the right choice. Within ten minutes we saw the weather break. We were into partly cloudy weather with lots of blue sky and sun and the roads dried out. What a relief! As we looped back down to 49 from Graegle via the Gold Lake Hwy we came up on more weather, this time coming in behind a storm cell that had dumped some snow. The roads were steaming from the just melted snow but it was sticking on the shoulder in some places still. We coasted down 49 behind foul weather but our luck held, we made it to the camp dry and in great spirits. What a great ride!

At the campout we had a great meeting, election (congratulations to Jeff Zane, the new Vice President!) and great dinner thanks to Kevin Coleman who brought a heap of homemade beef stew! Tracy showed up with a big chunk of tri-tip that she shared as well. Even John Notch pitched in with a fresh baked cake! Tuco brought a truck-load of firewood so we were set. Around 7:30pm the weather started kicking up a bit with some thunder and a great lightning show, culminating with about 30 minutes of rain that sent us scurrying for our tents. After the rain passed some of the heartier NorCal members went back to the fire and continued with the revelries. Some, like me, stayed tucked in for the night. We woke Sunday to cool temps (36 degrees) and bluebird skies.

Later this month we return to Liberty Glen for our awesome Oktoberfest! Register if you haven't yet. We are stopping at Eurocycle for a great open house on the way. We begin the ride at the Black Bear Diner in Northgate.

November's Member Meeting / Campout is pushed to December 7th due to Thanksgiving. We are camping at Big Basin State Park.

December, we don't have a Member Meeting / Campout, we throw a Member holiday party. This time we'll be at Sam's Anchor Café in Tiburon on Saturday, December 14th. As usual there will be a no host bar and the club will cover half of the cost of dinner. And don't forget to bring a White Elephant gift.

Thanks and see you at Liberty Glen!

Nick Gloyd Tour Captain

Norcal Annual Oktoberfest Meeting and Campout 26-27 Oct 2019

at Liberty Glen Group Site D, Lake Sonoma

The Board of Directors (and some great volunteers) will put on a great cookout for the Club with German sausage, pretzels, pickles, sauerkraut, spaetzle and beer.

Members enjoy free camping, and for this event - free food

Non-members cost of their meal and camping is \$15

Register by Oct 19 so we can ensure plenty of brats, beer and spaetzle

With a club donation at registration, the donor will get a wristband that will allow open access to the drinks.

The event will start at breakfast at the Black Bear diner in San Rafael at 8 am.

The ride will stop at Eurocycle Sonoma (Santa Rosa BMW) for a vendor open house.



Editors Corner

Well for those that read the newsletter on-line this is the biggest issue ever - 24 pages. The RoL was a great success, and looking at the comments on Facebook it was enjoyed by all. Most of the extra pages are taken up with some great RoL pictures. Big thanks to Juan Browne, Jeff Graham Shaffer, Oscar Torres, Jet Libs, Todd Kennedy, Jens Broadbeck, Jeff Zane and Nick Gloyd for writing the final report. The picture I used on the front cover was taken by Oscar Torres. Adrian Pineda took over 100 pictures (so many he had to send me a memory stick). I have devoted two pages to Adrian pics. Humble apologies to anybody I missed. Put it down to dementia.

Caption Competition



Submit a winning caption and you will be guaranteed not to win a Major Prize.

When I was in junior school after getting back from summer vacation the first assignment was almost always the "what I did during the summer" essay. Well amazingly and without asking, Mike Morlin and Adrian Pineda submitted essays, Mike covering the Beartooth Rendezvous and Arian the Stanley Stomp. I am pleased to report both were awarded A+ along with a star.

It seems many Norcal members took advantage of the free training session offered by Vision Zero. Big thanks to Roland Cavangh for taking the time to record his experiences.

Steve Kisinger volunteered to lead the SSBR in September and recorded what happened for the newsletter. Thanks Steve.

As is usual I am always looking for content. Maybe a trip you have taken or a new piece of kit that you have acquired. You too could be lucky enough to win a gold star.

John Ellis



Wynne Benti receiving her 100k miles plaque from the MOA
It was presented to her by Sierra BMW in Reno



Jeff Zane was elected Vice President at the September Campout

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2019 Beartooth Rendezvous

There's not a lot I can say about visiting the Beartooth rally that Wynne didn't write about a couple of years ago. This is a fine destination, with innumerable routes going and coming, a thoroughly enjoyable rally with a nice friendly group of folks, a beautiful mountain setting at a Lion's Summer Camp with lots of room, and a nice dinner each night.

I rode up with Tim O'Connell and his friend Adrian who was on a Concours 14. We camped for four nights before arriving near Red Lodge; in very northern CA, central OR then across Hell's Canyon at the Snake to a small lake near Stanley, ID and then a night near the west entrance to Yellowstone. The ride through Yellowstone was amazing. We visited the rim view points above the Grand Canyon of Yellowstone and saw herd after herd of buffalo in the Lamar Valley before heading up over Beartooth Pass. We had sunny, cool weather all the way.

I was really pleased to discover that old NorCal friends were also in attendance; Tom "Tuco" Harris, Peter and Wendy Oxenbol who live up in WA now, and Richard Burton. We did get some afternoon thunderstorms and some rain during the nights, but each morning was glorious.

We took a ride to Cody, WY one day to visit the Buffalo Bill Center, a Smithsonian affiliate that is really like five museums in one. It had great exhibits on natural history, native America culture, Buffalo Bill, western art and guns.

I rode back with Richard through Idaho on US 12 and took Rattlesnake Grade down to my brother-in-law's in Joseph, OR, then home down 395, 299 and I5. I recommend this one for

someone who has 10-14 days for a nice rally in a beautiful part of the country. It's too bad that this rally occurs the same time each year as the Nakusp Hot Springs Rally in BC. I guess I'll just have to alternate between them both going forward.

Mike Morlin



Tim and Mike at the Pass



Beartooth Pass looking south



NorCal folks at the rally: Tuco, Peter, Wendy, Richard, Mike, Tim



Fred Montano and Ed Perry's Patagonia Adventure

Fred has set off on his South American trip. You can follow along on his blog at <https://selmersix.tumblr.com/>

New Wunderlich Parts for the F750/F850 Now Available

Wunderlich parts for the new F750/850GS are starting to become available. The recommendation is the check out the Wunderlich America web site to see all parts available. However two items that looked interesting to me were the Wunderlich Seat F850 GS and the F750/F850 Extreme Skid Plate.

Wunderlich America is long term sponsor of BMW NorCal.



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San Francisco Vision Zero Motorcycle Safety Skills training course

The details

Back on the 18th of August I cruised down to the 5th and Mission parking garage for the San Francisco Vision Zero Motorcycle Safety Skills training course.

Put on by the San Francisco Municipal Transportation Agency, it's a 4 hour course designed to improve on your riding skills, enhance your safety and control, and learn techniques taught at law enforcement motor schools. You should have experience riding and be comfortable controlling, stopping, and turning.

The trainers are the SFPD motorcycle squad trainers (called Traffic Company, also called Solos or 4 Boys because of their call sign 4B).

The drills are but a few of the ones they put the Solo Officer recruits through over a two month period.

These guys are animals – tight circles dragging a footrest, roaring clutch-slipping starts (somebody else replaces clutches...), wagging those big Harleys around like dirtbikes. One of the guys came in 4th in a state-wide competition the week before.

Concepts they reinforced

- being aware of your surroundings; look to the horizon when riding – keep your head up and follow your nose.
- Be gradual with brakes when possible.
- Ride defensively and anticipate danger – always have an out.

Drills

In addition to a lot of the drills that are in the Total Control workshop:

- circle (inside and out)
- figure eight

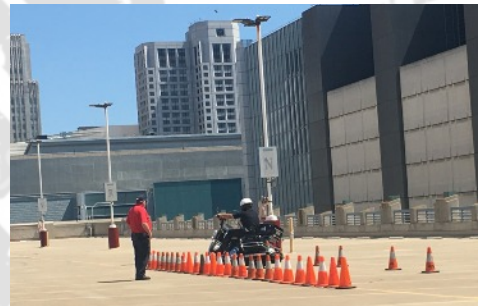
- Braking pointing your head and eyes to the center of the turn or circle (“Look at me, quit looking at those cones, dammit!”);

And they had some interesting variations

- crossing wet Muni tracks
- figure eight inside a rectangle (you want to run over those side cones!)

- Swerve and stop – one officer risked his life by standing directly in our line of approach, then at the last minute pointing left or right - our job was to swerve into the “other lane” and come gracefully to a stop.

- pulling out into traffic from between parked cars (90 degrees to traffic) while staying in the curb lane



Darren from Healdsburg

The fun

We got to laugh, joke, and occasionally heckle the other riders – nice folks, our group of 9 were mostly from SF, two from Healdsburg, one from San Jose, I came down from Napa. We had the range - a Ducati, a Harley, couple street bikes, and about 5 GS's ranging from 2 weeks old to my 2004.

Classes are booked for 12 people with 2 drill areas and 2 main trainers with 3 or 4 of the squad helping, so the ratio of students to teachers is like 2:1, best I've ever had. This also meant that we weren't waiting in line to repeat a drill, pretty much as fast as you could come around.

A sincere “Thank you!” to Glenn Sherry, and Officers Brian Barba, Rob Vernengo, and

Mike Ellis.

This is the first series of these classes, depending on the responses, they expect to have others. Registration was simple: went to their website (www.VisionZeroSF.org/motorcycles), selected some possible days, received an email a couple days later with a date and instructions. Did I mention that it's free?

Roland Cavanagh

WHAT IS BAM?

BAM: Breakdown and Legal Assistance for Motorcyclists

At the recent 49'ers event, I decided to sign up for BAM after talking to the representative from Russ Brown. So, I thought it would be a good idea to share how BAM works with you all.

BAM is similar to MOA's anonymous book, where riders can provide their contact information and in what ways they can assist fellow motorcycle riders. In the case of a breakdown or other bike related issues, BAM members have access to a phone helpline. BAM members can call this hotline when needed, and the BAM office will search their database for other members that could provide potential assistance in the area where the breakdown occurred.

I can tell you from personal experience, that this system works! Last week, I got a call from BAM that a motorcyclist had a faulty battery and needed a jumpstart. The operator asked if she could forward my number to the stranded rider, and I agreed. The rider was less than a mile from me and I was more than happy to help. When I arrived, we got the bike up and running and I offered to follow him to a bike shop nearby. Even though it was not a BMW it felt rewarding to help someone in need. It also feels good to know that I can trust the BAM system if I am ever in need of something myself.

If you have not yet already, I strongly suggest you to sign up for BAM on Russ Brown's site.

Jorgen Larsen

STOMPING AROUND IDAHO

I will go anywhere, once. It's my personal motto. It has taken me literally half way around the world. So, when given the opportunity to ride to a new destination only 845 miles from home, I signed on. This would be a solo trip of six days. The first day would end in Winnemucca, Nevada after 494 miles. The longest leg back from the destination to Reno would be 516.

The Stomp Rally was advertised as a huge, catered camp-out. A place to go, relax, enjoy the roads, scenery and to let the hosts take care of you. You would get three nights camping, 2 meals a day, with a limit of 200 guests. Registration opened in early January with attendance by pre-registration only. Since all of the food is catered and trucked in, ride-ins would not be accepted. The hosts are the Bavarian Mountain West Motorcycle Club of Idaho, aka the BMW Riders of Idaho. The original location has changed, but for the last several years, it has been at the Sawtooth Lodge at Grandjean, Idaho.

While at Laguna Seca in July, for the World Superbike Races, I had the opportunity to try on the Klim Badlands coat and pants. I was offered a fantastic deal for purchasing it at the races and so a week later, it arrived at my house after being shipped to me. This would be my first time wearing them on a ride. Luckily, the heat of 100 plus July days had passed. The Badlands is well vented, but not even near as well as my mesh coat and pants.

Other preparations for the trip had included a C4 Pro Helmet to replace my 5-year old C3 Pro, fresh tires and a 12K service on my K1600GT at Herwaldt Motorsports (HMS). I was formally introduced to Robert Ward at Laguna Seca in the Pits, where he was a mechanic for a private team. I was confident and happy when I discovered he was the HMS Technician who did the service.

I took off for Nevada, Wednesday morning, August 7 at 9 am. I figured I had all day and saw no value in riding in the middle of the morning commute of Fresno and every city north on the 99 through Sacramento. It was uneventful until I was just east of Sparks, Nevada where I ran into wet roads and clouds with lightning. Luckily, the storm had moved out ahead of me and I only saw a few drops. The clouds really cooled things down and I saw 70's.



Then, the clouds cleared approaching Loveland and I had to deal with an extremely high cross wind and the occasional tumbleweed for about 60 miles. The wind changed direction as I neared Winnemucca and I cruised into town with a tailwind. Day one, done.

The ride into Utah required I ride through Oregon on into Jordan Valley for a fuel stop. Afterwards, you are almost immediately in Utah. My first planned stop was at the BMW Dealership in Boise. There is a shortcut on my GPS for all the BMW Dealerships in North America. I then discovered, just like the Fresno store, the GPS info was wrong. Luckily, they had only moved down the street, so I stopped, said hello, got the shirt and was back on the road.

I took a longer route to make my last stop for fuel, ice and beverages in Idaho City. As I neared my turnoff down a 6-mile dirt road to Grandjean, I caught my first glimpses of the Sawtooth mountains. Impressive, most impressive. It was a well-maintained 6-mile dirt road with some jagged rocks and my K1600GT handled it well. Running next to the road is the river. All of a sudden, I started to see steam coming up from the hot springs there and people in small pools along the river, enjoying it all. I pulled in, checked in, set up camp and got ready for dinner. I guess I have been doing this long enough

as I saw people from different clubs and rallies. George Franke from the Central Valley BMW Riders was there with a few guys who had brought their Ural's. The main course for dinner was ½ lb. barbequed burgers with plenty of sides. Good people, great food, a fine evening.

It sprinkled that night, several times and then it rained, hard. When I got up, it was a little damp, but it turned out to be a beautiful day. I mounted up and road through Stanley and about 100 miles south into Ketcham, taking in the sights along the way and having lunch. It was an eye-opening experience seeing both sides of the Sawtooth Mountains. I had never heard of them and I found them to be as nearly impressive as the Grand Tetons.

On the way back, I stopped in Stanley to see a local museum and fuel up. So, it was back to camp where people were enjoying the heated pool. Dinner that night was sauerkraut. I turned in

and at about 10:30. Thunder, lightning and a deluge of rain came. I woke up and the bottom of my tent felt like a waterbed. Not a lot came in, but it didn't take much and I had clothes and my sleeping bag hanging out to dry in between the scattered showers that day.



The last night's dinner was steaks, Idaho 1 lb. potatoes and fresh sweet corn on the cob with salad. Afterwards, was an awards ceremony for prizes. This was the 47th annual Stomp Rally and had attracted 140 participants. The skies cleared completely and there was a beautiful sunset. Not long after that though, there was lightning directly above the camp. The

thunder clap was extraordinary loud and the strike near the parking left a tree smoking.

I moved my small tent a few feet away to a large popup used for rally registration. That night the crashing thunder, explosive lightning and heavy rains returned. I actually woke up to the sound of an epic downpour, feeling rested and thinking it was morning. I looked to see and saw it was only 3:30 am. I went back to sleep. It was an amazing thing to hear it all, warm and dry under that popup, in my tent. I took off in the morning and actually had to stop at the beginning of the pavement for a Buck deer standing in the road. I overnighted in Reno and made it home without issue. I might go back again, but I think I might splurge and rent one of the many cabins available. A great rally and ride.

Adrian Pineda



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September SSBR

Our Second Sunday Breakfast Ride for September was delayed a week to give all those who rode the ROL this year a chance to rest up. It was still a small group that met at Benedict's Café in San Jose for my "South Bay Hill's Tour." Russ Drake brought his grandson Parker Macedo along too. Parker is 16 and just got his driver's license, but no M/C endorsement yet, so rode pillion.

After a hearty breakfast we took off on Hick's Rd. and wound around Guadalupe Reservoir, and Almaden Reservoir, then down MaKean to see Calero Reservoir. All are very near capacity thanks to our generous rain fall last winter.

A quick dash across the south valley and back into the hills past Motorcycle County Park. I've never been into the park, but looks like a fun place to play on a dirt bike! Back into San Jose for a bio brake on San Felipe Rd to Quimby Rd. to Mt. Hamilton Rd. where we could see that Grant Lake was also full. Back into San Jose and out again, this time on Sierra Rd. where we stopped at an overview area at the top of the hill for a photo op. By the

way, there are some great views of the entire south bay from both Quimby and Sierra roads.

On through the hills and onto Calaveras Rd. and around Calaveras Reservoir. The dam rebuild is complete now and the lake is fuller than I've ever seen it. The road has been resurfaced as well, so a very fun section now to ride. Those of us left stopped at Sunol Corner's Little Market for an ice cream and informal "de-brief" before going our separate ways. I should mention there was only one casualty, and that was a punctured rear tire on the way to breakfast. He'd run over an Allen wrench; what a way to pick up a new tool! We plugged it there, only to have it fail again within the first half of the ride. We used a different plug system and he elected to head home on that one before anything else happened.

If this sounds like a nice day ride you'd like to do, a GPX file should be on our web site soon. Thanks to all of you for joining me, and following me around on some great roads!

Steve Kesinger



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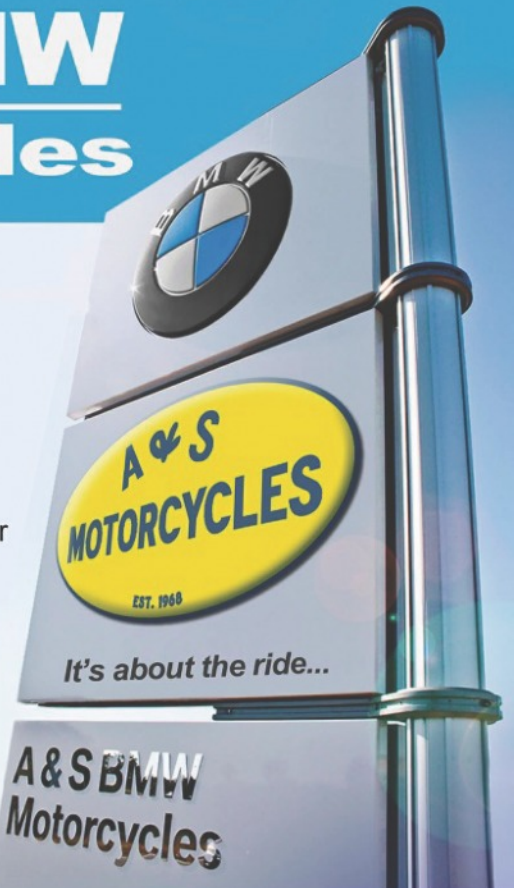
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The 2019 Range of Light Gypsy Tour wrap-up

First of all, I want to give a huge shout-out to all the participants of this year's ROL! We had a record turn-out (275) with a fair amount of first timers joining us, and you could hardly have picked a better year to cut your teeth on this Rally! And of course no one knew going in, but the routes this year were exceptional, with each day offering a great but different riding perspective of The Range of Light. From the plethora of twisties of the Sierra foothills of day one, to the sweeping High Sierra vistas and multiple granite clad mountain passes of day two, finishing with the stark beauty of the high desert of the East Side, there was something for all! And for those on the GS routes, you got some really great riding in as well.

Second, I want to thank all of the great sponsors of this year's ROL. Each one contributed to the success of this year's Rally. Thank you Russ Brown, RKA Luggage, Ozzies BMW for their continued support, Liquid IV for keeping us hydrated, Rever for their continued support of the club and having such a great platform to plan and share rides, Adventure Designs for some awesome prizes, and of course Eurocycle Sonoma for donating their awesome van for the SaG wagon (and tow vehicle for another breakdown back to the Bay Area), for the swag, and for helping with the prizes. I hope to see all of you involved next year!

Lastly, and most importantly, I want to thank all the great volunteers that helped put on this year's ROL.

Ted Crumb and John Ellis were invaluable in getting the routes I put together into a .gpx format so folks could get them onto their gps and Nav units. This is arduous work and I can't thank them enough. These two plus Mark Rodda and some others manned the upload table to make sure you got the routes. Thanks!

Hugo Bonilla spearheaded the check-in process again and continues to make improvements to get folks in the gates better and faster. Thanks Hugo! And thanks to the small army helping with this and the tee shirts.

Kevin Coleman took a huge load off my shoulders by stepping up as the catering coordinator. We had some great food thanks to him. Thanks Kevin!

Bob Stallard returned this year to do a superb job as the driver of the Safety Wagon, thanks Bob! And thanks for trailering the disabled KTM clear across the state to get the rider and bike home.

And Jorgen Larsen handled the AMA red tape after the ROL (which was easier due to no injuries) and secured the Liquid IV sponsorship. Thanks big guy!

And of course a huge thanks goes to my awesome wife who returned for the third year in the SaG wagon, this time with me. As you all saw, she works tirelessly at the ROL. But most importantly she supports (and puts up with me) for the many

months it takes to put this Rally together, as well as the late nights of route building. She is also a great partner for some of the pre-riding and poker run planning, although she was glad she wasn't around for the GS pre-riding this year, thanks Hun!

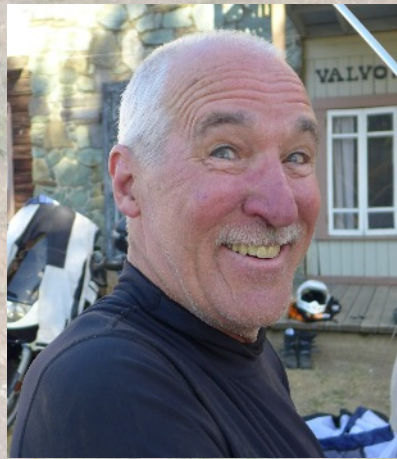
My hope, coming away from this ROL, is that everyone found some really great new to you roads. Or, if you have been on all these, that you enjoyed the combination of them together as one longer route. This is really the goal of the Range of Light Gypsy Tour, to take riders on a grand motorcycle tour over the best roads California has to offer. And while I know that the high turnout highlighted some areas of needed improvement, overall I am very happy with the ROL this year.

See you next year!

Nick Gloyd – Chairman









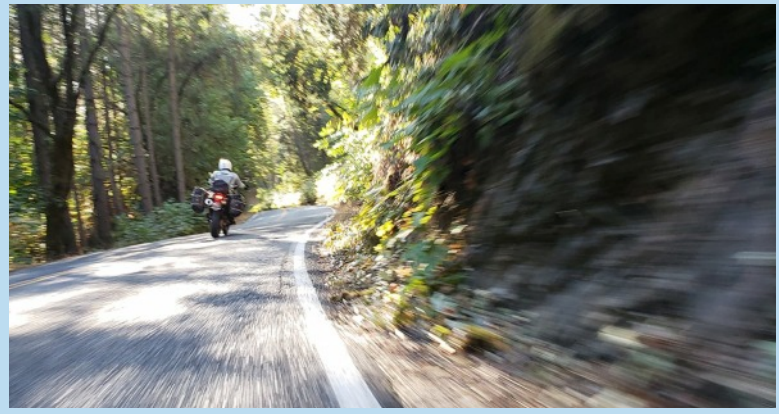
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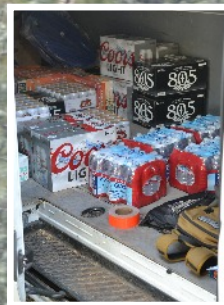




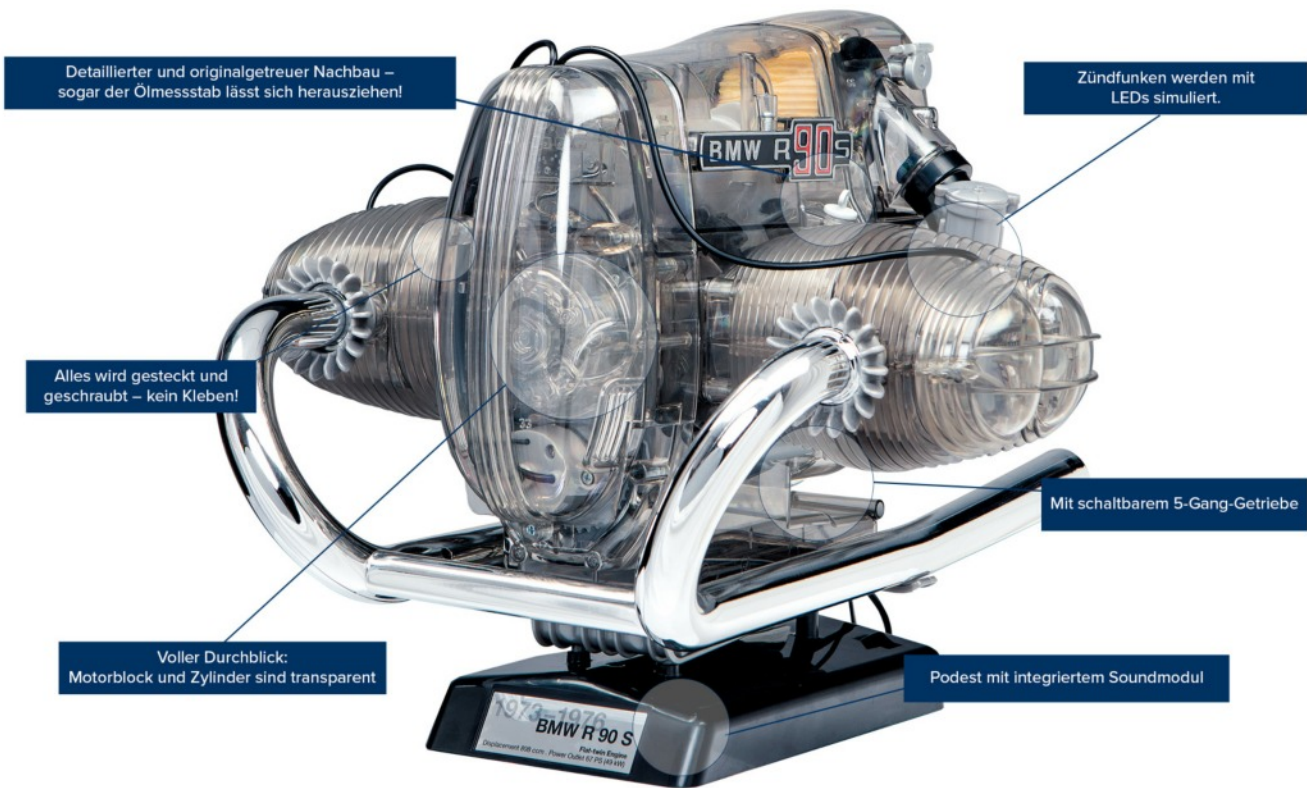


ROL Pictures by Adrian Pinena





BMW R90S BOXERMOTOR

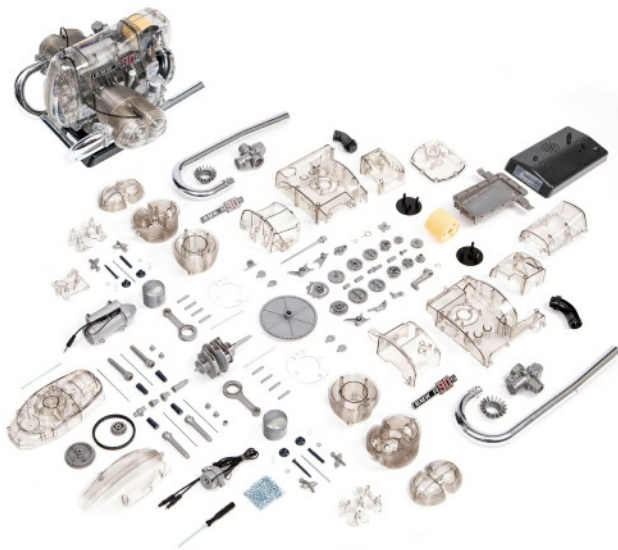


Everyone is familiar with the legendary 1973 BMW R90S. There is a plastic model of the full bike available but this is something a little different. This is a fully working 1/2 sized model of the engine. The engine turns, the 5 speed gearbox is driven and can be shifted and the working internals can be seen through the transparent casings.

The sparks in the cylinders are simulated by LEDs and a sound module with a recording of the original boxer engine is integrated. The 200 plastic parts can be assembled in 3-4 hours without glue. Everything is plugged or screwed.

I am not sure that buying and assembling this kit will turn you into another Greg Hutchinson, but if you are a real airhead freak, then it is a must have if the wife won't let you have the real thing in your living room.

It comes with a stand and its dimensions are approx. 6 width x 14 height x 18 inches depth. A well produced book (in English and German) with some history and assembly instructions is included. Currently it is available in Germany and Japan and has shown up on Amazon and Ebay



Chris Weld's summer to ride the MOA rally in Lebanon, Tennessee included a visit to the Indian Factory and Museum in Spirit Lake, Iowa. On his way back, he also visited Great Falls, Montana to book rooms for next year's MOA, before the hotel owners figured out it was happening and were able to jack up room prices.



Salinas Ramblers Motorcycle Club

1st Annual Picacho Creek
Adventure Challenge!
November 2nd & 3rd
Sponsored by San Jose BMW

We are delighted to be a sponsor for this super cool event.

Sign up now as spots are limited

Adventure Bike Challenge Event
Ride In - Ride Out Tent Camping
Saturday Lunch & Dinner, Sunday Breakfast
Entry Fee \$285

<https://www.eventbrite.com/o/salinas-ramblers-mc-26857812805>

Adventure Designs

SAVE THE DATE!

Free BBQ + Sno Cones + Prizes + Swag!

Saturday, October 5th at 6998 Sierra Ct, Suite B, Dublin, CA 94568

Oktoberfest
OPEN HOUSE
2019

You are invited to come join us for our annual OKTOBERFEST
OPEN HOUSE Event Saturday, October 5th. 11:00am to 2:00pm.

Meet other passionate local riders and see how they have
outfitted their bikes. Don't miss this Fun Free Event. We look
forward to seeing you on October 5th



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**Board Member*

Events

Board of Director Meeting

5 Oct 2019, 10:00 am -12:00 pm
MotoGuild SF, 849 13Th St. San Francisco

Oktoberfest at Adventure Designs

5 Oct 2019, 11.00am - 2.00pm
Free BBQ lunch
6998 Sierra Ct, Suite B, Dublin, CA 94568

Oktober Member Meeting / Campout

26 – 27 Oct 2019
Liberty Glen Oktoberfest and Eurocycle Open House!
Black Bear Diner in San Rafael at 8am for breakfast
Please register on the web site

Board of Director Meeting

2 Nov 2019, 10:00 am - 12:00 pm
MotoGuild SF, 849 13Th St. San Francisco

Salinas Ramblers Motorcycle Club

2-3 Nov. 2019
1st Annual Picacho Creek Adventure Challenge!

<https://www.eventbrite.com/o/salinas-ramblers-mc-26857812805>

Anniversaries

July	Valentin Cervantes	5
Aug	Mike Ledbetter	5
	John McGraw	5
Sept	Walter Gates	35
	Scott Maas	5
Nov	Robert Wolff	5

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