

OCTOBER 2021

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

Presidents Column

Fall is coming and the colors of the foliage over Sonora Pass were just starting to change. However, the weather for our September campout in Cedar Flat was just perfect. It's one of the things I love about living in Northern California with its' year-round riding opportunities. The September campout was one of my favorites. We had a number of new members and potential members attend. The Campsite was very remote although just 14 miles to Big Pine. The smoke cooperated with us and we were treated to spectacular views of the Milky way. Highway 120 east of Lee Vining was a treat to ride with almost no traffic, great pavement and excellent turns along with awesome views. If you haven't had a chance to ride it be sure and put that on your list.

After dispensing of important business like approving our club budget for the 21/22 fiscal year many of us enjoyed an outstanding culinary experience. With Copper Top BBQ in Big Pine selling award-winning vacuum-packed tri tip, I was able to serve up an outstanding BBQ meal along with some great bread from Erick Schat's Bakery in Bishop. Even better was Ravi Verma's Chicken Biryani and Olaf Maass's outstanding Gnochis with bacon and fresh vegetable sauce. I really enjoy the communal aspect of cooking up a great meal to enjoy with friends and guests in the outdoors. If you are still stuck on freeze dried or prepackaged meals, consider expanding your repertoire. John Ellis is going to help as he is planning a series on cooking in upcoming newsletters. If you have a great recipe or cooking set up please let him know and share it with the Club

Our annual Octoberfest party is now posted for signups. It's free for our members and very reasonable for guests. It's sure to be a fun time for everyone. The Club ride starts in San Jose and heads over Mt. Hamilton.

Lastly, I'd like to recognize Nick Gloyd and all the volunteers who helped plan and replan the ROL this year. I know from all the positive comments I've received everyone had a great time. It turned out awesome.

Stay Safe

Kevin Coleman

A message from Chris Weld

Following my accident and the departure of my spleen, since I couldn't have visitors, nor throat ingested food, sucking on ice chips gave me plenty of time to reflect. Was my love of motorcycling worth it?

In a heartbeat it's a resounding YES!



The places I've been, the people I've met and the life-long friends made, all courtesy of my 'motorcycle affair', dispel any doubt. Our club has sent me two cards with individual members adding their own. I am blessed. My broken wrist won't let me ride just yet, but soon. I'll be out there.

Thanks everyone!

Chris Weld

Editors Corner

Big thanks goes to Nick Gloyd, board members and others for organizing a truly great ROL under extremely trying circumstances. Much of this newsletter is devoted to the ROL. Nick provided a wrap up, and Mike Murphy injected some humor into this staid and somber newsletter with his Sag Wagon awards. If your piece of luggage won an award, contact Mike to pick up your prize.

In addition Jonathan Grimes (from Virginia) who was riding cross country to the ROL explains why he did not quite make it. I just love unsolicited articles that arrive out of the blue. Jonathan is determined to make it next year.

Some of you know that I recently purchased a new camera. I am still learning and took so many pictures that the web version of this newsletter has three extra pages to accommodate them all. Please remember that I would prefer to use members photos in the newsletter, but if you don't send them then I can't include them. Hint!

I like to get a balance between pictures and text in the newsletter. Unfortunately words were a bit thin on the ground this month so I included my view of a couple products that I found interesting and maybe of interest to others. To avoid a similar situation next month pull out your keyboard and write an article.

John Ellis

Announcing the Bent Rod Perpetual Trophy Calling for nominations!

At our holiday party in December we will inaugurate the Bent Rod perpetual trophy. The Board will award this trophy to a Club member demonstrating the most amusing ineptitude in the past year. The awardee will hold the trophy for one year until the next annual award.

The Bent Rod is actually a bent connecting rod from a BMW boxer engine, tastefully mounted so it can be displayed with pride.

This is your chance to set your riding buddy up for a roasting. Bike maintenance gone horribly wrong? Embarrassing navigational error? Camping snafu that would be funny if it wasn't so awkward? We want to hear from you. The only rules are that nominees must be fully paid Club members and stories must be G-rated.

Please email all nominations to secretary@bmwnorcal.org. The deadline for submissions is November 15th, 2021.



A closing word from the ROL Chairman

As we wrap up the 30th Anniversary of the Range of Light Gypsy Tour, I want to take a minute to acknowledge and thank our generous sponsors and our crew of volunteers that pitch in to make this event so great.

But first, Rally goers and club members should know by now that the original destinations, routes, caterers, etc all had to be re-done about three weeks before the start due to fire closures. I had great support from the BMW NorCal Board in shifting gears to make sure we got this event launched. And not only did we send the ROL, I think it concluded as one of the smoothest and most successful ROLs we've done. We had great attendance from some great folks from all over, and a great overall Rally.

So this year had really good support from some really great sponsors: Liquid IV, Eurocycle Sonoma, The AMA, Russ Brown, Rever, Adv Designs, BurnsMoto, Helite, Rok straps, and Ozzies BMW all stepped up with various levels of support. Go to the ROL page for links to their products and services. And thank you all for your support of this great event!

This year we also had exceptional catering from Sonoma County Catering Company. Due to the 11th hour switching due to the fire closures, we were in a bind with getting the catering secured. Cesar not only took care of us both days, he provided some of the best food we've had at this event. Thank you, Chef Cesar, and to your team! You will be back...

And on to the meat and potatoes of the ROL: the volunteers! Our volunteers are really the best. This event could not function without the small army that steps up. For this

year's crucial pre-riding and poker run sleuthing, a big thanks goes to Kevin Coleman, Bert Lankins, Michael Murphy, and my lovely wife when we went out. (And try as we may to stay on top of the current and most up to date road conditions – they still managed to close one road in the two weeks after we pre-rode!) And huge thanks to the "GPX GURUS", Ted Crumb and John Ellis. Again, a very critical component and these guys do an amazing job both cleaning up the routes after I map them in Rever, then dealing with the masses to make sure the files upload correctly at the ROL. This is a tall order, and they nail it while mostly smiling... At registration we have Hugo Bonilla and

a small army of volunteers making sure check-ins go smoothly and that everyone gets their shirts and swag bags. Thanks again Hugo for your hard work and diligence in keeping that process streamlined! And this year's Safety Wagon team Mark and Linda Rodda sure had their work cut out for them. Great job guys and thank you! (I hope this year didn't scare you off from future Safety Wagon volunteering...) There are countless other folks that step up and pitch in at the ROL, taking care of things as they pop up – thank you all!

Lastly, a huge thanks goes out to my lovely wife. She not only volunteers to schlep the mountain of gear in the SAG wagon but she jumps in with whatever else needs to be handled at the event. And probably the biggest ask, she has to deal with me and the long hours it takes to put everything together with this event - from the fairgrounds to the caterers, the artwork, the routes, the route booklets, pre-riding, and so much more. And all this twice this year due to the fire closures forcing us to re-do all the event except the starting point! I am truly fortunate to have her support with this event and I can't thank her enough!

Nick Gloyd, ROL Chairman



Sag Wagon Notable Luggage Awards

By tradition, Range of Light riders leave a massive pile of luggage to be hauled in a rented van. Our volunteer van loaders thought it would be fun to recognize the jewels in the pile. And so we offer the first ever Notable Luggage Awards.



“Most Smiles per Mile”.

Who needs over-engineered poser luggage? We would like to see a pic of this one bouncing across the Sahara. Nothing says “happy times” like a watermelon bag.



“WTF???” This bad boy’s owner tied his bright red undies to the handle to make it easy to identify. For privacy reasons we cannot say “John Notch” and “Hanes size XXL”.



“Namaste”. Minimalist zen approach to camping. What might this rider have for breakfast? We suggest a lentil cooked in its own juice.



“Axle Wrapper”. This daisy chain of treasures was voted least likely to make it through baggage claim.



“Baggage Handler’s Revenge”. What’s worse than a heavy, overstuffed bag? Answer: two heavy overstuffed bags lashed together. A naughty baggage handler separated them and made sure the green bag was the first item loaded in the van and the red/white one went in last. Mwahahaha.



“Ride Naked”. Hold my towel. See you in a couple of days.

“Homeless Person Seeks Shopping Trolley”. Sure there were many overstuffed, overweight bags in the pile, but this kitchen-sinker scored extra points for having a broken zipper. Yard sale!

Pictures from the 2021 Range of Light







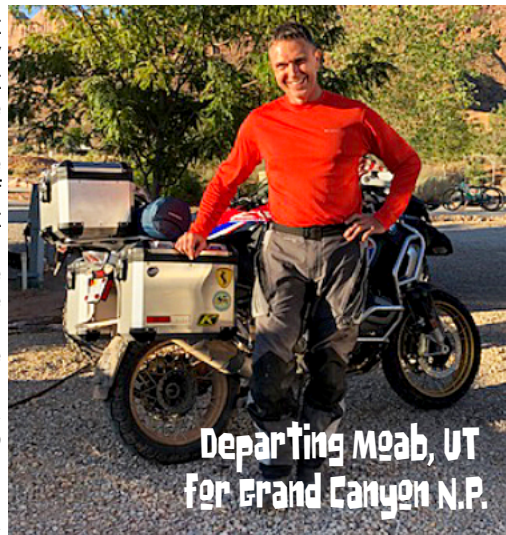
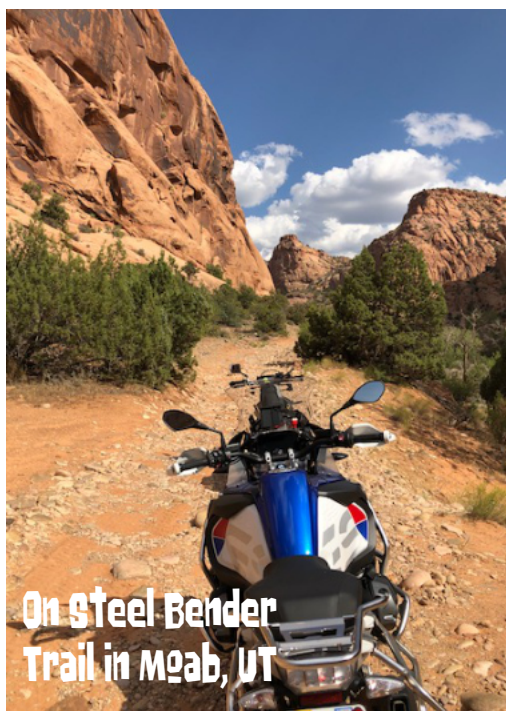


Not Quite making it to the Range of Light

My goal this year was to ride to California from Virginia. As the date of departure approached, I began reaching out to friends along my route, hoping to take advantage of the opportunity to visit with them. Since my timeline became looser the further west I moved, my friend Mark in California replied to my e-mail with his itinerary around the timeframe I planned on making it to the West Coast. In his response he said that the weekend of September 3rd he would be doing the *Range of Light Gypsy Tour* in Northern California. "Google it," he said. That is all it took; I was hooked and registered.

The first part of my journey took me to Rochester, NY to see my wife who had just driven up a few days prior to visit with family. From there, I headed to Valparaiso, IN. Along the way, I visited Langley Covered Bridge in Three Rivers, MI, the longest wooden covered bridge in Michigan, and stopped in South Bend, IN to tour the campus of the University of Notre Dame. Highlighting must-see locations on the campus, the receptionist circled a particular area on the map and said, "You must also see 'touchdown Jesus' here."

In Valparaiso, I met up with my longtime friend Jay. Along with Dave who joined us, we trailered our bikes and Dave's ATV, and headed off to Moab, UT. We arrived at the KOA in Moab around 12:30 in the afternoon. Unable to restrain our eagerness to get riding after being cooped up in the truck for some 24 hours, we set out on the nearest trail recommended to us – Steel Bender. The trail seemed easy enough from our "extensive" research (a cursory examination at the trailhead) and off we went, Jay on his Honda 250, Dave on his Suzuki 400, and me on my GSA 1250. The first portion of the trail was a gradual down slope on a rocky road. Then the trail began alternating between rocky and sandy after descending into the canyon. Around one particular bend, the sand engulfed my front tire and down I went. By the time I got the bike back up, my companions had double-backed. Jay seemed more anxious about me at this point and decided to follow, placing me in the middle of our small group. This arrangement turned out to be beneficial, because I really needed help to get the bike upright the next three times I went down. Along the way, we crossed a couple muddy streams, which caused some considerable anxiety because of not knowing what lay below the surface of the water. My strategy was to identify what looked to be the best line and motor through. Fortunately, I did not encounter large boulders or deep ruts. However, after the fourth time of going down in sand, my fun meter was pegged and I was feeling the stress of the anxiety of falling down around the next bend in the trail. Following a discussion with Jay and Dave, Jay decided to follow me back to the KOA while Dave would continue onward. So, Jay and I turned and set off for the KOA. What had seemed like a



nice gradual downgrade at the beginning of the trail now looked monstrous from the bottom! I strove to keep my attention laser focused on picking the best line and maintaining my momentum and not the precarious rockiness of the trail and tight switchback that I had to navigate. Fortunately, I made the climb without incident. Shortly after Jay and I arrived at the campsite, Dave returned announcing that a little further down the trail he encountered "The Wall" we had been told about at which point he turned back, feeling unsure about attempting the obstacle with his bike. Later that evening as we looked through guidebooks for another trail to take the next day, we learned that Steel Bender had a Trail Rating of 6 and rated difficult. No doubt!

The time came for me to break with my friends and continue westward. Due to the fires in Northern California, I decided to enter from the bottom of the state and head north to rendezvous with Mark in Orland, CA for the rally. My first stop was Flagstaff, AZ and a visit to Grand Canyon National Park. On the way back to the hotel in Flagstaff, I stopped in Williams, AZ where the main route through town (Historic Route 66) is shut down for a western style gunfight in the evenings and the *Grand Canyon Railway* is robbed routinely. That evening back at the hotel as I was attempting to put the bike up on its center stand, I strained my lower back. This singular event turned out to be a defining moment of the trip. The following day, still in pretty good condition, I visited Mesa Verde National Park, spending the night in Durango, CO. However, the next morning I was nearly unable to get out of bed due to the excruciating pain in my lower back. Having been immobilized years ago by back pain, I became gravely concerned about my situation. I could not keep from imagining the real possibility of that occurring while I was on the motorcycle. To get a handle on my anxiety, I sat down and wrote out my options. Being hurt and nearly 2,000 miles away from home has a way of intensifying thoughts of perceived dangers. Of the six options I came up with, getting back to Moab and trailering the bike back to Indiana was the best scenario; and from Indiana I would figure it out from there. I called Jay and found out that they were packing up that very morning and heading back. I made the roughly three-hour drive back to Moab and was never so glad to see friendly faces. My trip to California was over. Undoubtedly, there may be a story from someone who attended the *2021 Range of Light Gypsy Tour*, but I figured the antithesis had its merit as well. I deeply regret missing the event, but my eagerness awaits the next opportunity.

Jonathan Grimes

Sept 25-26 Campout - Cedar Flat near Bishop

Kevin Coleman organized the September camp out after a last minute change of plans. To be perfectly frank I think he hit a home run. Maybe in future all camp outs should be organized at the last minute.

The ride itself started in Modesto at the Squeeze In restaurant and was 280 miles long. For me it meant a 340 mile day which is pretty decent. Surprisingly only 7 riders showed up at the start which is a nice small group. The ride took us over the Senora Pass. I think is the first time I had ridden it from East to West. After last month's camp out ride over the Bay Areas pot hole filled roads it was such a change to ride on a completely smooth well-surfaced black top. I was pondering why the best maintained roads in California are where few people live, and why it is that even when a road is newly resurfaced in the Bay Area its still not flat. One of life's mysteries.

Kevin had planned a lunch stop at Lee Vining, but for some reason pulled into a gas station. Not sure what was happening I pulled off my helmet and gloves wandered over towards Kevin. At this point everyone was ready to set off for lunch. Not wishing to hold everyone up I waved them on put my gloves and helmet on and set off maybe two minutes later. Two minutes gave the rest of the group time to ride up a side street and hide. I never saw them again.

All was not lost since I had my untrustworthy TomTom to guide me. The route took me down Hwy120 towards Benton. This is

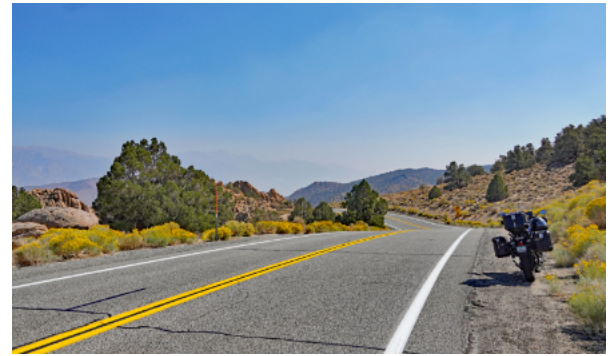
actually one of my favorite roads and it probably close to 10 years since I last rode it. It starts off on a rolling road though an unlikely pine forest and the opens up into tundra with fabulous rock formations and great views. One section of about 8 miles includes a large number of dips. According to my friend Ed Perry if you take these dips at around 95mph it is possible to take off and completely compress the suspension of a R1250GS on landing. This is a purely theoretical hypothesis since neither Ed or any NorCal member would ever attempt anything so silly.

I stopped at Vons in Bishop to pick something up for dinner. I thought I was really clever picking up a complete chicken (in pieces) fried, a pound of potato salad and rolls for \$10.99. There was actually enough for at least 3 people, and fortunately Fred Montano and others helped me out.

The camp site had no water and only propane grills were allowed. I figured this would make it impossible for the camp cordon bleu chefs to manage anything. Boy was I wrong. These people pulled low profile stoves and cookware out of their bags that I never knew existed.

Overall this was a really great camp out. Probably between 30 and 40 people showed up at the camp ground. It is a perfect ride for September. High elevation meant we avoided excessive heat. I vote to make this an annual event.

John Ellis





Pamela King submitted the two Bristlecone pine pictures and one of the Sunday morning sun rise at the campsite. Pamela says that "these Bristlecones are not only the oldest living trees; they are the oldest living thing on the planet. Some of the trees in the park are 4,700+ years old. Several of us took the time to ride up to see them and to walk the trails--and were so glad we did! Humbling and awe-inspiring".

Dynamoto Motorcycle Bike stands

I saw this video on you tube and was blown away. I was especially interested since the bike it was being used on was a R1200GS. I could not figure out how the rear end was held off the ground until I watched the video. Check out the special wheels. (Click to view)



https://youtu.be/54h_hqW51p4

If you have a limited or restricted place to store your bike then this is definitely worth taking a look at. These stands are made and shipped from Australia although from the web site it looks like shipping to the USA is not problem.

They are also available to fit many different models



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USB Charging Station

In the June 2021 Newsletter I wrote a short piece about the changing standards associated with USB ports that we use to power all our electronic devices. One of the key points was the introduction of USB-PD and USB Quick Charge. These new standards not only allowed newer phones and devices to charger much faster but do so in a more efficient way to avoid wasting power.

A couple of months ago I received an email from Wunderlich announcing the availability of their USB charging station. This USB charging station plugs directly into the Factory Navigation Mount any bike that came equipped from the factory with a GPS unit.

At the time I couldn't really see the point. Sure, it nice to have extra USB connectors without having to mess with bikes wiring but in order to fit this you can no longer use the GPS unit that came with the bike. I then thought of the amount of time these GPS units last. Screens fade, electronics fail, so rather than replace with another (expensive or even discontinued and unavailable BMW model) maybe a more practical proposition is to buy one of these charging stations.

This unit works all BMWs with the factory-side BMW navigation preparation (Navigator V, VI). It simply slots into the BMW navigation device holder in place of the navigation device, locks in place and it closes securely to prevent theft. The power is supplied via the contacts on the navigation device holder.

The right side of the housing comes with two USB connections type USB 3.1 Type-A and USB 3.1 Type C, which are compliant with the quick charging standards QC 3.0 and QC 4.0 (QC = quick charge). Quick Charge 4 is compatible with USB-PD, and is thus able to supply high currents (for continued operation) or fast charging for compatible devices. If your device does not support QC or PD then it will supply a standard USB current.

The front of the charging box is equipped with four screws which match the standard compliant bore profile of a range of attachment systems, such as that of the Garmin Zumo XT navigation device or the Wunderlich MultiClamp adapter or SP-Connect adapter. *(Note Wundlich recommends using the SP Anti Vibration Module if you plan on mounting a phone)*

One way or another here is a way to support a new GPS device or your phone.





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EVENTS

Oktoberfest Member Meeting
30-32 Oct 2021 8:00 AM Breakfast is at Toby's
Restaurant in San Jose at 1820 Alum Rock Ave
Codorniz Recreation Area Campground
Eastman Lake - Raymond CA

**TO ATTEND YOU MUST REGISTER
ON LINE BY FRIDAY 22 OCTOBER**

PLEASE CHECK NORCAL.ORG FOR LATEST INFORMATION
ON ALL EVENTS. EVENTS MAY BE SUBJECT TO CHANGE OR
CANCELLATION BASED ON CURRENT FIRE SITUATION

Anniversaries

October	Kendal Castleman	5
	Joe Malin	5
November	John Vashon	10
	Debi Westlake	30
	Tony Westlake	30
December	Mark Jolley	5

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