

JULY 2018

NORCAL NEWS



Ride to Camp

Camp to Ride

THE RANGE OF LIGHT GYPSY TOUR

NAPA VALLEY EXPO

AUGUST 31ST 2018



BMW Motorcycle Club

of Northern California

Presidents Column

A new year...another year for great riding, new roads, and new restaurants...and a reason to get out of the Bay area! First, I want to thank the NorCAL membership for electing a very enthusiastic and capable Board of Directors. For most of us, the second term is where it all comes together so the Board has set the bar high as far as great campouts, a memorable RoL, an Octoberfest for everyone, another wonderful Christmas party, new events at the next 49er, and a concerted effort to further raise the Club's visibility to attract new members and retain our current ones.

One of the first orders of business this year will be the process of evaluating the proposed updates and amendments to the Club By-Laws. Please email me if want a copy of the proposal and see how it will affect the membership. This discussion will be on the agenda at the July meeting.

I also want to thank our unelected but vital volunteers who actually make this club work – John Ellis as the newsletter editor, Buddy Scauzzo who has handled the newsletter advertising for the last 4 years before retiring this year...thank you Buddy.

The newsletter is one of the best in the country thanks to John's expertise and he is always looking for member stories and ideas. Send all suggestions to the Editor.

The focus for the SSBR is to move it around the Bay area so more people can attend for the meet/greet/feed event. The day ride after is just icing on the cake. The Club really needs someone to step in to the SSBR Chair role. The role is fun and you'll have lots of support.

Meanwhile, webmaster Nick Gloyd is constantly tweaking www.norcal.org with new ideas. New Historian Rick Webb will be posting more pictures and Club historical information such as Club newsletters since the beginning!

Since we have all the pieces in place, let's go riding! Some of us are heading for the MOA National in DeMoine. I know a couple others are heading for Alaska. In addition, Nick has already laid out a plan that will take the club from north coast to south coast, all over the Sierras and Trinity Alps. With over 50 years of camping history in the club, new members will see some beautiful roads, small town living, mom and pop dining establishments, and get to know some CA history with Rick's historian reports.

So come along for the ride. Get out of town for one weekend a month and have some fun, bring your friends, and learn about somewhere new. Think about the stories you can tell at the office on Monday;-)

Greg Hutchinson The Prez

2018 Range of Light Gypsy Tour - Route Update

Since the three most important aspects of the ROL Gypsy Tour are the route, the route, and the route, solid planning and careful pre-riding are critical. A couple weeks ago a hearty crew, comprised of two women and five men, tackled a brunt of the pre-riding for this year's ROL. We did both road and GS options through *undisclosed* county, *undisclosed*, and *undisclosed*. After *undisclosed* we headed to undisclosed location where we found some amazing riding all the way to place. At place some opted for a fun off-road section while the rest went through on great

The Captain's Log - July

Well we made it another year! The June member meeting and campout (and election) mark the end of the fiscal year for the club (this means time to renew your membership!). And we couldn't have asked for a better location for the campout. While the inland temps soared, we had perfect weather on the coast. (And the cooks- Kevin Coleman, myself, and my lovely wife Sam, did a pretty great job with the dinner of tri tip and pork spare-ribs too!) The election meeting left the Board mostly unchanged, the one exception was welcoming Seasoned Member Mike Morlin to the Board as the new Vice President. You may not know this, but this is the only board position Mike has not held in his 34 years in the club. And with both Greg and Mike representing the "old guard", the cumulative membership of the Board is a whopping 90 years! So we are looking forward to a highly productive year for the Club, and the Club can look forward to another great year where again the emphasis is giving back to the membership, starting with awesome rides and free camping at the Member Meetings.

Next up in July, Nordheimer at the Forks of the Salmon! This ride will be a mini ROL Gypsy Tour, that's how great the riding and scenery is for this ride. We start at Adel's in Healdsburg and to insure we have plenty of time to enjoy the ride – we are bumping up the breakfast and departure time 30 minutes. This will also help beat the summer temperatures in Ukiah through Laytonville. After that we start getting on to the Eel river and the amazing redwoods of the North Coast. And for those of you riding on your own, lunch will be at the Eel River Brewing Company in Fortuna.

August, we will be riding through the Sierra Nevada mountains to Alpine Lake. This too is a great and beautiful area, with all the roads leading there excellent riding.

September, we will be even higher in the Sierra at Saddlebag Lake at 10,000 feet! This is a gorgeous location, just a step further than the norm...

And for the October Member Meeting – Oktoberfest we are back at the Liberty Glen campground at Lake Sonoma. This was such a great venue for the Club, we just had to go back!

For the upcoming year I'll be working in more adventure ride options to the campouts. The Adv ride to the June meeting was a great one and folks had some great feedback on it. Also, please let me know if you have some great camping destination that you love and we haven't been to in some time. I'd love to hear it!

Lastly, this year I'm going to be firming up our new procedure of breaking up Club rides into small, coordinated sub-groups of 5 +/- riders, each led by individual "Ride Captains". I'm looking for folks that are interested in stepping up for this position. Please contact me at TourCaptain@bmwnorcal.org if you're interested or have questions about this. I'm expecting a selection of men and women that will know the drill but will not always be needed.

Nick Gloyd Tour Captain

paved roads. The riding and views were incredible! Throughout all this we were finding some fun Poker Run options. We camped out one night at camp destination and we spent another at a undisclosed fire watch tower. And of course, it seems that it can't be a proper ROL pre-ride unless we come across a bear, which we did on a GS section at blank forest road. All in all, it was a fruitful weekend, with the group covering around 1000 miles that weekend. I have to give a hearty thanks for those that stepped up for the pre-ride, it was more than a really fun weekend out, we ironed out a lot of the 2018 ROL route!

We are gearing up for the 2018 Range of Light Gypsy Tour! We are looking at a great tour again, this time starting at beautiful and scenic Napa Valley. From there – it's anybody's guess but I guarantee you'll love the routes! Register now to get in on the fun, and if you want to have even more fun, volunteer! If you're not convinced, just remember how awesome the SAG wagon drivers were last year! Contact Nick at ROLChair@bmwnorcal.org with questions and comments.

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**THE RANGE OF LIGHT
GYPSY TOUR**

**NAPA VALLEY EXPO
AUGUST 31ST 2018**

OUT OF THE ASHES

The 2018 Range of Light Gypsy Tour starts at the Napa Valley Expo!

So, August 31st show up and be ready for a great tour or, come a day or two early and enjoy the awesome Napa Valley before the Tour begins...

Part of what we'll see firsthand on this year's Tour is the damage from the October Firestorm that ravaged Napa and Sonoma Counties, but more importantly, the rebuilding and healing of the damaged areas.

Go to <http://bmwnorcal.org/ROL> for more information and to register! For volunteering and sponsorship opportunities contact Nick at rolchair@bmwnorcal.org

New Zealand Visitors Seek Help

A visiting New Zealand couple are seeking advice and help planning to do the Trans America Trail in Sept. They fly in to SF in mid August with the plan to buy a BMW R1200 GS when they get here and kit it out for camping. They would be extremely interested in contacting someone who has ridden the trail camping out along the way.

If anyone who has a suitable late model R1200 GS or Adventure with hard side bags and crash bars for sale, with lowish mileage and is reliable enough for this trip or camping gear that would be suitable for a two up trip of this nature contact Jacqui and Steve at jakb99@yahoo.com. They are planning to arrive mid-August

Editors Corner

Another month in the bag. Because I am leaving for Alaska with Fred and Jerry I need to finish and publish early. Massive thanks to Nick and Greg for providing me with their columns ahead of the usual schedule. Also I would like to welcome and thank Wynne Benti for digging into the Norcal history and presenting the amazing facts. Fred Montano has been a regular contributor, many times saving the club members from my in-depth discussion of English screw threads. I think this month's article his is best yet telling the inside story of Jerry Baker's Baja 1000. Pictures by Fred and Puck. Also big thanks to Buddy and Mini for capturing the story behind the extremely successful 49er GS Clinic. Clearly history in the making.

Last months newsletter went out a bit late and in my panic I forgot to thank the contributor to the June newsletter. The big

story in June was Buddy and Mini's adventure in Morocco accompanied by some really great pictures. The pictures I used in the 49er section were taken by Buddy, Puck and Rick Klain.

Check out the letter page in July 2018 MOA mag. There is a letter from a guy who is 83 years old and rides a K1600. He started riding when he was 75. I am thinking that perhaps we should forget about the Millennials and start targeting retirement homes and senior centers to pick up new members.

Many people have expressed their thanks to me for my efforts regarding the newsletter. To be frank my job takes time, but is pretty easy when I have excellent content to work with. I really love the front cover this month, provided to me by Nick. Beautiful artwork. Hope he doesn't mind the minor changes I made to make it fit.

John Ellis

Fred Carr Obituary

Frederick Leslie Carr, 88 passed away on April 13, 2018. He was born on June 18, 1929, in Hounslow Middlesex England to Thomas Leslie and Ivy Leveridge Carr. He was the oldest of 6 children, 4 boys and 2 girls.

He attended school until he was 14 then apprenticed as an Iron Worker at a foundry and then as a builder. At 18 years, he joined the Royal Air Force where he worked as an airplane mechanic. He enjoyed playing and singing Country Western Music. He came to the United States in the early 1960s. He worked for Nelson Bros in Oakland. He became a master mechanic on BMW Motorcycles. He had a BMW dealership in Fremont, Ca. and later a repair shop in Ceres, Ca. Fred belonged to a number of BMW Clubs and claimed to be the one that came up with the idea of starting a national BMW club. He semi retired in Oregon and lived in Cave Junction where he passed away. He was buried in the Laurel Cemetery in Cave Junction, Oregon.

BMW NorCal Trivia: A Toast to the Presidents named Pat

I've always wondered why there is a lack of female representation on our West Coast BMW Motorcycle Club management committees. Most of the women I know have served as Secretary, transcribing and coherently documenting actions taken at every meeting, but few have served as President.

To quantify this, I referred to my green 2017-2018 NorCal Membership Directory which lists all the elected officers dating back to NorCal's first year, 1965-1966, over 52 years ago. Mostly, I was interested in who served as President, the figurehead, the front man or person.

Including our recent election at Chanslor Ranch, there have been 53 elected management committees (congratulations to 2018-2019 President Greg Hutchison). Of the 53 elected presidents, 6 spots were held by women: 1982-1983 Patti McKay; 1987-1988 Pat Gardner (aka Patti); 1993-1994 Pat Glenn; 1994-1995 Pat Glenn; 2001-2002 Pat Potter; and 2002-2003 Pat Potter. If Pat Glenn was a woman, of the six Presidents, two served twice. Confused yet?

I knew Pat Potter and Pat Gardner (aka Patti Gardner), but didn't know Patti McKay or Pat Glenn, and wasn't sure if Pat

Glenn was female or male. If Pat Glenn was indeed a woman, that meant that all four women elected President of BMW NorCal over a 53-year period, were named Pat.

To verify this, I called Pat Austin, married to club member Gene Austin, who provided the historical reference. Pat indeed confirmed that Pat Glenn was a woman. In 1993-1994, Pat Glenn was President and Pat Gardiner was Vice President. According to Pat, Pat G. and Pat G. were also roommates for a time, which added to the overall confusion. Got that down pat? I thanked Pat for her invaluable help.

Only 4 women in 53 years have been elected President of BMW NorCal and all were named Pat. Upon discovering this, I gave myself a pat on the back, but wondered what it meant for the future. The good news is we beat out the U.S. elections. When I rode to the BMW MOA Rally in Billings in 2015, attended by 5000, then to the Sturgis Rally, attended by 1.4 million, women riders on their own bikes comprised over 1/3 of the Sturgis attendees. That's a pretty impressive number. The question is, will our lucky number 5 be named Pat also, or will that 53-year streak be broken? If I live that long, I'll keep you posted.

Wynne Benti 6/24/2018

We Can Do It!



June 23-24 2018 Campout and Election

The ride started at the Black Bear Diner in Napa. About 30 riders made it to the correct Black Bear for breakfast. (Gourmet tip- If you normally eat eggs and bacon/sausage/etc you might want to try the BB Corn Beef Hash. All corned beef and not mixed with potatoes). This ride for the first time offered two alternate routes - street only and a street with GS short sections. The riders broke up into multiple groups and I lead one group. Lot of people were clearly impressed by my recent haircut, and I set off with 15-20 bikes following. The route followed excellent roads with lots of bends with continuous double yellow lines. Unfortunately we were blocked several times by car drivers who don't use mirrors and have no concept of turnouts.

We left BB at a little past 9.0 but by the time the clock had reached 12.00 the temperatures with really rising. Fortunately just as it was starting to get uncomfortable we hit the coast. The ride down the coast was truly spectacular. Absolutely clear blue sky and no sign of fog. Truly memorable. There was 45 signed up member and 16 non-members at the camp site. After the meeting (minutes on line) the annual election was held. Apart from Mike Morlin replacing Chris Dailey for Vice President all other board members are unchanged.

After the election a truly excellent dinner was served prepared by Nick, his wife Sam with help from Kevin. Plenty of beer was available, and Russ Drake allowed us to burn bits of his home. A truly committed NorCal member



Behind Bill's Liquor Drive In (Napa) - taken of the June Camp out ride

NorCal's GS Clinic at 49er Rally

It all started when Cliff Dunn, Russ Drake, and I purchased new F800GS back in 2009. We were the first members in the club to own F800GS and enjoyed swapping information about the bikes and stories of off-road riding. Russ and I rode and competed together in AMA District 36 events CERA (California Enduro Riders Association) prior to our GS purchases.

Since there were only a few riders in BMW club who had off-road riding experiences, Cliff and I thought it would be a good idea to hold a clinic and show people how to ride GS bikes on dirt. Our very first clinic at 49er Rally attracted just 5 riders. Cliff would instruct while Mini and I would demonstrate the skills on our GS's. By the way, Mini was well qualified to demonstrate as she had won the women's #1 plate twice in D36 Euduro series getting picked up by sponsor MSR (Malcolm Smith Racing).

Cliff developed our first GS route which was called "GS Intermediate Ride", and he left that to me to lead after the clinic. Many of the trails we rode had deep ruts with off-camber hills and rocks. It was always an adventure on the trail with a lot happening to talk about later.

We also created a ride called "GS Beginners Ride" that is specifically designed for beginner off-road riders. One time Mini led 17 riders on that ride. Believe it or not, during the ride she got T-boned by an angry COW on the open range!

We had many great rides with Cliff leading both as Tour Captain and clinic instructor. After Cliff moved north in 2014 I took over the GS Clinic/Ride. I thought to enhance the clinic as we were up to 11 riders in the class and riding GS's continued to be popular. Along the way the club members who were off-road minded gravitated to the clinic by volunteering and pre-riding routes. Don Condon, Don Wilson, Ed Perry and Jim Irvine are a few names that come to mind. They are all veterans of the club and very helpful.

On one GS Clinic ride in 2014, we had so many "get offs" that several of us rode back to help and found a single rider going back and forth on his GSA helping everyone out. I asked, "Where did you come from?" He replied, "Tijuana, Mexico!" Enter Marco Salgado of BAJA GS Rentals. He was one of the best GS riders I've ever met! And thanks to him, I didn't have to pick up every bike and rider on the ground.

A discussion with my friends, Kurt and Martha at Black Dog Cycles lead to a talk with Lance Thomas (current instructor we hired), and we soon scheduled our first pro-instructed clinic. I shared the clinic format with him and talked about the presentation and what he could add. And off we went!

The 85-mile GS Intermediate ride became handful with large groups. We had a tough situation when a rider fell and broke her wrist. Lance personally rode this rider to the hospital, but I was left with a keyless R1200GS on the mountain...that was a long day! :)

Steve Lawton helped out with local tracks...Ted Crum, Mini and I worked up a new route called Ferguson Ridge Trail.

The NorCal GS Clinic has gotten so popular that selling out classes is expected. And early signups are recommended.

The Clinic guided ride is where it all comes together. Riders practicing their skills, connecting and talking about the trail ride.

Thinking back...I can't help but admire BMW for developing the F800GS motorcycle and the whole market segment that followed it. It was an exciting time for off road motorcycling both riding and being part of the new GS movement and off road adventure riding. The clinic would not be what it is today without the volunteer members, their hard work and enthusiasm that help it run each year. It is an honor to call them friends and be able to ride the back country with them..

Buddy Scauzzo GS Clinic Chair

2018 49er GS Clinic Volunteers

Buddy Scauzzo, Minako McMahon, Ted Crum, Don Wilson, Jorgen Larson, Puck Ananta, Alex Rhodas
Steve Lawton, Bob Berner, Jim Irvine, Arwi Odense, Don Condon, Jason Risica, Prasad Gottam

I had a great time corner Marshalling at the Laguna Seca racetrack for the California Superbike school If anyone in the club is interested in possibly participating please feel free to contact Chris Dailey at cromeheads@comcast.net or 707 704 8504. Spaces available for July 17-18. Contact me ASAP.





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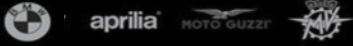


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ONE THOUSAND !

This is a story about life, bucket lists, friendship, and really good people.

I met Jerry Baker and Adele shortly after I joined the NorCal Motorcycle Club. I couldn't help notice that they rode two up and enjoyed the campouts, meetings, and all the hoopla and fireside chats. Back then I think they attended most of the club events. Later I noticed they were not attending as many events as in the past. I noticed them at events but they arrived in a truck and pulled a toy hauler. Jerry would stay close to Adele and made sure she was alright and either cooked food or brought food to her. Other club members would spend time with Jerry & Adele and sometime sit with Adele so Jerry could have a break. You see, Adele was diagnosed with Alzheimer's Disease. One year at the Range of Light Tour, Jerry rode with Ed Perry, John Ellis and myself. This gave me an opportunity to get to know Jerry and his riding ability and positive personality. I also learned that he was passionate about racing his Baja Bug in the NORRA, (North American Off Road Racing Association), Baja 1000 Race. How would anyone have known that this mild mannered, laid back, nice guy was a hard core off-road racer. Apparently he had wanted to do the Baja race since he was in High School. He got close one year after buying a Bug, but business opportunity and life got in the way. Now he was retired and decided that it was time to fulfill the dream. At one of the 49er Rallies I was sitting with Adele and Jerry and he invited me over to his home in Pioneer to see his race car. I was delighted. After the Rally I visited my friends and we had a delightful time. The Baja Bug was terrific. I could not believe how much thought and work Jerry put into his race machine. And to top it off Adele was just as interested and planned to attend the next race. Well, he raced the NORRA that year and finished third. A podium finish was just terrific and a good pay-off for hard work, expense, and great support from Adele and friends. The next time I saw Jerry and Adele was at the Oktoberfest campout. We were talking about the Baja 1000. Knowing that I was very interested in the race and a vintage Volkswagen enthusiast, he invited me to join his support team for the 2018 NORRA 1000. I was thrilled and accepted his invitation.

As time passed, the race team began to shape up and feel like a good support group. Bruce Brooks would be the navigator, Matt LeVash would be the highly respected mechanic, and Puck Ananta and myself would drive the chase truck and support the crew (do the gopher work). As it turned out Puck assumed the management of communications (although this gave him fits because it did not work as promised). The end of 2017 was upon us and I rode to Baja California for Christmas and New Years. It was a lot of fun but a wild adventure. I returned home and received a call from Jerry. Adele, who was originally planning to travel to San Felipe where Jerry had rented a house for her to stay while we raced the NORRA; was hospitalized. Jerry was not sure if he would be able to race. It depended on Adele's condition. All the team members supported Jerry and Adele

and did not drop out of their commitment. If Jerry raced we were with him, and if not we understood the situation. Well, on March 13th

I received a call from Jerry that Adele has passed away in the hospice where she was convalescing. Alzheimer's had taken Adele to her final resting place. We were all devastated and would miss the warmth and passion we all received from Adele's presence. The question now was "is Jerry going to race the NORRA 1000?". We did not have to wait long for his answer. Knowing that Adele would want Jerry to race and would be at his side in spirit, the answer was that the Jerry Baker Race Team was back on track.

Jerry continued to work on the Baja Bug race car and firm up the time schedule. After Adele's wonderful memorial on April 7th, all the planning and race schedule seemed to be falling into place. I met Jerry at his house on April 18th. We



packed the truck, hitched the trailer, and put the Baja race car on it. The next morning we left to San Diego and the start of a truly unique adventure.

The plan was for Jerry and I to drive the truck and pull the race car to San Diego where we would pick up Bruce and Puck at the Airport then get Matt, who had driven all night from Oregon, at a friends shop in Chula Vista. This all worked out quite well and we were off to cross the Mexican border at San Ysidro. After waiting in a rather long line at



the border, (there were a lot of Baja Race cars going from the US to Ensenada for the race), our small but mighty team

was together and rarin' to start the historic race. We arrived at Bruce's friends house in Estero Beach, Ensenada. This was a nice place by the ocean with plenty of parking space for the truck and trailer and close to all the race festivities. After getting settled and taking the race Bug off the trailer we ventured to the malecon where many of the race cars, vendors, and contestants were gathered. What a display of beautifully modified vehicles! Amazing trophy trucks, vintage jeeps, modern quad buggies, and an array of Baja Bugs in different categories, and even a couple of VW Vanagons. The off-road motorcycles were what you would expect from KTM, Honda, Suzuki, Kawasaki, and even a RnineT. What impressed me the most was the level of thought, expertise, racing knowledge, capital, and the amount of people involved. Each team had any number of support personnel. There were also a few teams that were corporate sponsored and even had an airplane to fly family and guests to each days finish destination. The equipment ranged from quite modest to huge trucks and trailers with almost a machine shop inside. As evening came we wondered back to Estero Beach and ate at the Burro Loco taco shop where Jerry and Bruce knew the family from prior visits. Great food, great people, and a lot of fun.

The next day was time to kick back, rest, enjoy the pre-race festivities, and check and recheck that our Baja race car was ready for the challenge. We walked around and admired so many beautiful race cars and met people that were excited to be part of this event. We ate tasty Mexican cuisine and enjoyed our host city. Sunday, and the start of the race was upon us. Jerry had a start time of 10.10AM but had to be there to line up two hours in advance. We all got up as Jerry and Bruce took off to the starting line. Matt, Puck, and I followed later in the chase truck. One after another the race cars roared off. The crowd of people watched and cheered for every car. They were happy and jubilant to see this event. The children and adults asked for stickers. We were ready with Jerry Baker Race

Team stickers that Puck had thoughtfully made. The stickers were representative of our team and mission with the Baja Bug and caricatures of Jerry and Adele waving and smiling. As the race cars inched forward and left the starting line it was finally time for Jerry and Bruce to begin the race. ROAR! They were off and the Baja NORRA race had begun for our team.

From this point on we would only see the Baker Race Bug at certain intersection points for gas or mechanical assistance, or at the end of each days finish line. The first day race ended at San Felipe on the Malecon. We met at the finish line where all the cars were parked. The Baker Bug did a good job. No major issues and had a good race time. We all enjoyed the beer, paella, people, and beautiful scenery of the Sea of Cortez. It was a clear day and bathers and families were enjoying the day on the beach. It was delight-

ful to experience this festive atmosphere. Evening came quickly and it was time to rest for the next race day to Bahia de Los Angeles. Some race teams were working on their cars most of the night. Some with engine problems, body work after crashing, suspension, etc, etc... The baker Bug was just fine and ready to race. The Next day Jerry roared off on a long ride through the desert, mountains, and silt. The stuff you can get stuck in or get side lined very easy. It slowed our team down but they got through it all. The car, Jerry and Bruce were covered in dust from head to toe and the power steering reservoir was leaking. The finish line at Bahia de Los Angeles was on the beach where there was a big tent, food, beer, vendors, and plenty of high spirited drivers, crew, and guests

having fun. The team headed to the house that Jerry had rented for the night. Upon arriving at the house Matt quickly pulled off the power steering canister and fixed it with JB Weld. The next morning he installed it and the Baker Bug



was ready to race. Today's race, day three, would go from Bahia de Los Angeles to Loreto. This would be a long hot day in the desert and along the coast. Day three is always difficult and a true test for the car and driver. We met Jerry and Bruce at the appointed location and topped off the gas tank and had refreshments. Bruce mentioned to Matt that there seemed to be a problem with an engine misfire. Matt diagnosed this as a sensor problem however we didn't have

Baker Bug with confidence and looked like a pro. The next time we would see our team was at the designated intersec-



tion to top off with gas and refreshments. The report was that the sensor that Matt replaced fixed the problem. The car was performing great.

La Paz is one of my most favorite towns in Baja. It is beautiful, artistic, cultural, good restaurants, and interesting people. The Malecon has sculptures along the beautiful walkway around the bay. There are people out walking together or with family, and joggers, or bicyclists. The finish line was located at the beginning of the Malecon and made for a good setting. Each race car went up a ramp to the finish line platform and had their picture taken and a broadcasted interview with one of the official announcers. There was one in Spanish and one in English. I must say that the Mexican

a replacement in the desert. So the team took off again and headed to Loreto. We next caught up with the race bug at an appointed race intersection. After changing a tire and filling the gas tank we followed Jerry and Bruce through the hills and down to Loreto. The finish line was on the beautiful malecon of Loreto. The NORRA had all the festivities in a beautiful hotel by the Sea of Cortez. The food was out of this world. Beef, fish, salads, fruit, beer, and a wonderful setting. I had a great experience and talked with many interesting people. We located our hotel and turned in for the night. The next day Matt and I ventured to a Autozone store that we noticed on our way in to town. Yep they had the sensor Matt was looking for and they even had his name on file from his purchases he has made from his shop in Oregon. Wow, can

announcer was by far better to look at and listen to than her male American counterpart. After getting through all this, Jerry and Bruce parked the Baker Bug and we enjoyed the festivities. Then we traveled a few miles down the shoreline where we located our beautiful hotel surrounded by palm trees and on the edge of the Bay of La Paz. The next day, Day Five, would be the last day of the race. It would end at San Jose del Cabo. This is where the race cars that are in contention for a podium spot will try to position themselves for a



higher finish or just secure their position. For some, finishing was just a formality and were enjoying the experience, for others this was serious. And for a few it was business, stature, and ego. The Jerry Baker Racing Team felt that we were in a good position and our plan was to be safe with no mechanical issues and finish in good time. The race to San

Jose del Cabo started with a bang. We waited for the Baker Bug at the appointed place, but they did not stop. We watched them turn on to the dirt road and disappear into the dust and hills of Baja Sur. We continued to San Jose del Ca-

bo on a beautiful paved road. We did not know exactly



you believe that? As we returned it didn't take much time for Matt to replace the sensor and the Baker Bug was ready again for Day Four's race to La Paz. The beginning of this race was in a river bed. On our way out of town we stopped by the bridge where the race course was. Matt and I hiked down the embankment to the river bed where the race cars were racing. It was amazing and a thrill to see these cars negotiating the river bed and rocks while going at high speeds. There were cars sliding left and right, rocks flying, suspension going up and down to the max, and drivers showing their driving skill; and guts. Matt and I would get behind a bridge pillar just in case a car would lose control. Jerry and Bruce came whizzing by us with the Ecotec engine roaring and looking good. Jerry was driving the



where the finish line would be. The town is large and there was a lot of traffic on the road. This made it confusing to find our way. So we wandered around a bit then turned toward the old town with narrow streets. Of course we



are in a big Dodge ram truck. We parked at a restaurant and ate lunch. The waiter gave us directions to where the NORRA would finish. Problem was that there were no parking spots. I got out of the truck and walked over to where I heard the roar of engines coming from behind a cement wall. As I looked over the wall I noticed race cars coming through the palm trees



and brush. Then they would reach a point and turn up to the old paved street and head to the sea wall toward the finish line. I knew I was at the right spot. But before I knew it, as I looked over the wall, there was the Baker Bug heading through the palm trees. In a snap Jerry and Bruce were driving on the pavement toward me. I barely had time to take a video of them at the finish line. I was lucky that the timing was just right. I caught up with them while they waited at the end. What a tremendous feeling to have completed such a grueling five day race through some very adverse conditions. 240 cars started the race



and only 120 cars finished. Matt and Puck finally caught up with us and the Jerry Baker Racing Team celebrated.

The closing ceremony wasn't until Saturday evening so we had some time to rest and enjoy the area. We were staying at Bruce' timeshare condo that is very nice. We went to the pool and ate dinner outdoor under the talapa while watching the Pacific Ocean roar and listened to a fun music group play oldies. Saturday we visited Cabo San Lucas and had lunch and admired all the expensive yachts in the harbor. We decided that we couldn't wait to get back to San Jose del Cabo. The evening came and we walked on the beach to where NORRA was holding the concluding ceremony. The setting was first class. The grounds were tiered with grass and small water pools extending to the beach area where there was a stage and a big screen. There were tables set up at each level from the top to the beach area. We chose to sit close to the stage so Jerry and Bruce would not have far to walk to collect their trophy, (of course this was positive thinking). Once again the food was terrific and as much as you could eat. The bar was open and the waiters would serve you whatever you wanted and as much. Finally the presentations started. They began awarding by categories - Trophy Trucks, Modified this and that, stock, and then our category.



AND Guess what? The Baker Bug was awarded second in its class. We were so excited it was hard to contain ourselves. Last year Jerry got third and now second. This was a terrific conclusion for Jerry who had worked so hard and who had just suffered the loss of Adele. We all knew that her spirit was with us all the way. We continued to celebrate and enjoy the evening.

Sunday came and it was time to pack up and head for home. Puck and Bruce caught a flight back from the Cabo Airport. Matt, Jerry, and I would pull the race car back to Ensenada and put it on the trailer for our drive to Jerry's home in Pioneer. We dropped Matt off in Chula Vista to pick up his truck so he could drive to his mother's house. Jerry and I continued up I-5 and reached his house thoroughly content and happy with our adventure to the NORRA Baja 1000 Race.

West Coast 2018 Rallies

JULY 2018

46th Annual Cascade Country Rendezvous and Republic Dual Sport Rally
July 19 to 22 Ferry County Fairgrounds in Republic, Washington
http://wsbmwr.org/content.aspx?page_id=22&club_id=507138&module_id=150331

BMW Club
Washington State Riders



The 2018 Stanley Stomp Rally August 9-12

<http://www.idahobmwriders.com/stanleystomp.html>

Nakusp Hot Springs Rally, BC Canada

August 16 - 19

<https://beecebeemers.com/index.php/rally/>



Beartooth Beemers

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20th annual Beartooth Rendezvous will be August 16 - 19, 2018.

<http://beartoothbeemers.org/>



**Range of Light Gypsy Tour
Starts at Napa Valley Expo
August 31 to September 3
<http://bmwnorcal.org/ROL>**



Central Cal 33ND ANNUAL AUTUMN BEEMER BASH

September 14 - 18, 2018 Quincy, CA

<http://www.cabr.org/event-2934877>

For more details

Click on boxes above to be redirected to rally web sites

Ho Chi Minh Trail Tour by John Vashon

September 7, 2018 - 8 Day Guided Tour Limited to 6 riders - \$1700 per person

This Ho Chi Minh Trail tour will be an adventure! Ethnic Tarig and Katu villages, river crossings, spectacular waterfalls, the ancient Khmer Temple of Wat Phou, karst caves, crossing the longest bamboo bridge in Lao and of course, all the history of the Ho Chi Minh Trail! This is an 8 day tour starting in Vientiane, Lao. We'll ride Honda CRF 250s on a mix of sealed and graded roads about 150 KM a day. We'll pass through several karst valleys, Nakai Plateau, Champasak and the Bolevens Plateau. Total cost including motorcycle, guide, support vehicle, all meals, accommodations and fuel, \$1,700 per person. The link below leads to Facebook event page and a detailed day by day itinerary and a map of the route. If you questions please reply to me at jevashon@gmail.com or call (925) 698-6360

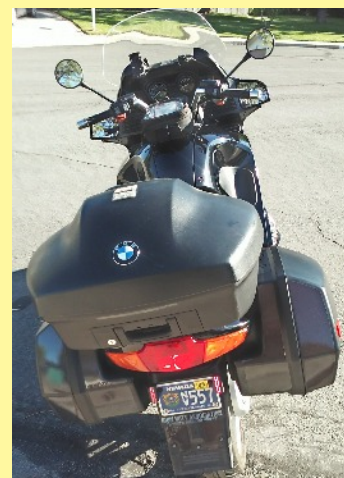
https://www.facebook.com/events/423223911456890/?active_tab=discussion

Recycling Center

This year and model Beemer is a hard to find Midnight Black (BMW color code 999) Currently 84,100 on the clock. I am the second owner. It has been my ride for 15 years and is very difficult to part with. I have medical problems that makes riding painful.

This bike comes with good Michelin Pilot GT 4 tires, AGM battery, Booster Plug, Wunderkind thermometer, Throttlemeister, Hyperlites, Custom accessory shelf, Garmin Zumo GPS mount only, USB charge port on shelf, C Bailey tall windshield, Handlebar combo risers/setbacks, extra fuse panel added, heated clothing wiring, tankbag, extra 12V outlet on fairing, PIAA1100 driving lights with manual switch on bars, K&N air filter, positive battery terminal extension for ease of jump starts, large panniers, trunk all keyed alike, so-called "comfort" seat by BMW, passenger seat back cushion, heated grips, auxiliary mirrors, cylinder head guards, service records of work done, larger brake pedal, brake pads in good shape, previous owner removed the radio. I will include some service tools and a special Best Rest cargo plate/rack that goes in place of the trunk also tiedowns for trailering the bike (never used) I have more pics showing parts of the bike described above. First \$4,000 takes it home! have the clear title in hand. Registered in Nevada.

Walt Farnlacher wfarnlacher@yahoo.com



A&S Maintenance Tips - Alternator Belts:

1994-later R-bikes (R1100x, R1150x and R1200x) have v-belt driven alternators. V-belts are simple components but critical to keeping your bike's charging system running strong. They are adjusted at specific service intervals but in order to avoid unexpected failure, it's important to replace the belt every 40,000 miles.



TECH-AIR System from Alpinestars

I know that a number of club members have invested in air bag safety gear. The HELITE folks were at the 2018 49er rally showing off their products. San Jose BMW have recently started to stock the TECH-AIR system made by Alpinestar. Although the two products are addressing the same market the implementation varies between the two. The HELITE operates using a tether to the motorcycle, whereas the TECH-AIR system is based on sensors in the shoulders of the jacket. These sensors are powered by a rechargeable battery. Both have a replaceable canister to inflate the air bag, and can be purchased as a separate vest/liner or as part of the complete jacket. Both vendors offer a variety of jacket styles. If you are in the market for such a jacket make the comparison and check the TECH-AIR system at **San Jose BMW**, a long time sponsor of NorCal.



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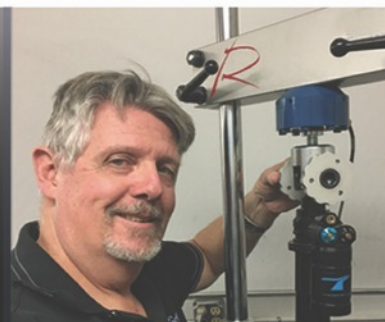
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Events

- Board of Director Meeting
When 07 Jul 2018 10:00 AM
Location MotoGuild SF, 849 13Th St. San Francisco
- July Member Meeting and Campout - Nordheimer CG
When 28 Jul 2018 7:30 AM
Location Nordheimer Campground - Forks of the Salmon Group Site A
- August Member Meeting and Campout - Lake Alpine!
25 Aug 2018 8:00 AM
Location Lodgepole Group Site, Lake Alpine

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

Anniversaries

Mike Agnitch 5



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