

JUNE 2022

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW MOTORCYCLE CLUB OF NORTHERN CALIFORNIA

PRESIDENTS COLUMN

After 5 months of planning, weekly status calls with the Rally Committee, and countless hours getting ready, the 50th Anniversary 49er Rally is wrapped up. By all accounts, it was a huge success. Everyone I talked to had nothing but praise for the Rally and the Club! Moving the rally takes a huge effort. Quincy is a longer trek from the Bay Area and more remote. A new fairground brings new challenges. The weather can be a challenge. But the team handled it well and pulled off an outstanding Rally that all Club members should be proud of.

It was an outstanding showcase of the Club that will generate significant goodwill among the riding community sponsors and vendors. There were so many contributors to the event it's impossible to thank them all but there are a few I's like to highlight outside of the Rally Committee. The first is Lin and her catering team that put in a huge effort and turned the food situation into a wonderful experience. Dennis Godwin spent a huge amount of time planning and building wonderful Motorcycle courses for the field events. Tony Westlake took the Asphalt Trials to the next level. Our two Bands, Tony and the Tuff Times and E&O Medicine Machine were awesome and commuted quite the distance to play at the rally. A&S Cycles stepped up big to sponsor our meal service. The Rawhyde team delivered outstanding training. The riding community really came together to help put on a top-notch Rally. Lastly a special thanks to Mark Rodda Rally Chair and all the committee members for the huge effort they put into the Rally. If you see them at an upcoming campout, be sure and hand them a beer.

Our Election meeting is coming up and the President, Treasurer, Historian, and Secretary are up for election this cycle. All members who have paid their dues for the 2022/23 club year are eligible to run for a position and vote in the election. The club's success depends on a vibrant board, so please consider offering your skills and a little time to support the club. If you have any questions about the positions and responsibilities reach out to the current members holding those positions.

25TH JUNE ELECTION MEETING AT FOLSOM STATE PARK

The following Board of Director positions are up for re-election

1. President
2. Historian
3. Treasurer
4. Secretary

Please review the club bylaws to better understand responsibility, or contact a Board Member for more information on specific role.

New blood is critical to continued club evolution. Please consider standing for one of these positions.

Reflecting on the past year, I am confident the club is in a strong position. We experienced significant growth in member engagement with record turnouts to our monthly campouts. We had a great showing at the BMW MOA National Rally in Missoula. Our membership grew steadily throughout the year and now stands at 340. We held a huge cross-border rally with more than 40 riders down to Baja. The Club was able to pull off some magic replanning the ROL in a few short weeks due to fires. We have built stronger relationships with the local dealers, vendors, and the MOA which will enhance the value we can bring to our membership. It's been a great experience serving as your President this past year and working closely with everyone on the Board. The President is only as good as the team he works with and gauging the success of this year shows how great the current Board is. I truly value the experience and relationships made over the past year and appreciate all the positive feedback and constructive ideas shared. I hope each of you is as proud to be a member of the BMW Club of NorCal as I am.

Stay Safe

Kevin Coleman President

EDITORS CORNER

I have been editing this newsletter since 2016. To be honest, for the first couple of years I did really wonder if anyone read it, but I was having fun so it didn't matter. Over time, from emails I received, it became apparent that non-members also were reading and enjoying it. However, I was blown away when a John Lang sat down beside me at the 49er and explained that he and three of his friends in Virginia regularly read the newsletter and had travelled 3500 miles across country to check out the club and its rally. So, it seems that we have a national following.

I am just the editor. I associate pictures with text. It is actually the people that create the stories that make the newsletter what it is. This month is a perfect example. Paul Bosco's work commitments prevented him coming to the 49er, so as compensation attended a GS event put on by Redding Riders and kindly wrote an article for us all to enjoy. In addition, this month we have an article from Delf Hedde. I am a techie at heart, and I thought I was knowledgeable on electronic gadgets, but Delf's review of motorcycle communication options really opened my eyes. I read a lot of motorcycle magazines but I have never seen a similar article covering this subject. I checked out some of the items Delf identified and they are surprisingly cheap. I think we need to select one as a club standard communicator.

Because the publication date is so close to the end of the 49er, time only allowed me to pick a few photos from the hundreds that have been sent together a few words based on my own 49er experience. Next month I plan to incorporate stories from others with lots more pictures. My idea is that we get multiple short word/picture vignettes (maybe 250 words) from different people that describes a ride, or visit, or experience or story associated with the 49er rally.

I would like to thank the following people for sending 49er pictures to date. Jeff Zane, Mini McMahon, Jorgen Larson, Fred Montano, Jody Gary, and Harry Bahlman.

John Ellis



CONTINENTAL RECALLS TKC80 AND OTHER MOTORCYCLE TIRES FOR POTENTIAL GROOVE CRACKS

Continental Tire America is recalling their TKC80 dual sport tire, along with a long list of other tires from their ContiGo!, K62 and LB lines. A total of 68,770 tires manufactured from January 06, 2019 to April 30, 2022 may be affected by the recall.

Click here for complete list

<https://www.nhtsa.gov/recalls?nhtsald=22T006>

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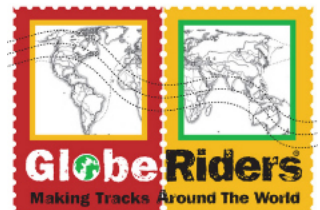


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SHORE TO SKY BY PAUL BOSCO

I was planning on going to the 49er rally this year, but that work thing just got in the way. Being a deli owner it's one of our busiest holiday weekends for locals and tourists. I reached out to Dan Cappelletti about an event that the Redding Riders were holding before Memorial Day weekend. This was their first event that isn't just for enduro riders but adventure bike friendly as well.

Dan and I decided to leave a day early and camp in the Mad River area. Our plan was to ride the infamous FS 1 out of Mad River to the Redding event the following day. We left the Bay Area early and stopped at the Blue Bird Café off 101 in Hopland for breakfast. Then it was on to Laytonville where we stopped to get provisions for camp.



BLUE BIRD CAFE

We took an easy dirt road called Bell Springs that led us to Alderpoint. Working our way down the hill into town we knew we were in the middle of the Emerald Triangle just by the smell as we passed by growing operations and stopped on a bridge overlooking the Eel River spray painted "Welcome to Murder Mountain" (Netflix Series). Dan and I joked that this would be the perfect area to stage our "Wine and Weed Moto Tour" business after we both retire.



BELL SPRINGS ROAD



EEL RIVER

From Alderpoint we took Zenia Bluff road to Zenia then the curvy and scenic Ruth Zenia Road to Ruth Lake.



This was where we planned our first night of camping. Fortunately, it was early in the season so we were able to get a spot overlooking the lake with no reservations! Campfires were allowed and we purchased some wood from the host as the temps were chilly and the forecast was for some rain. After having the 3 B's - Brats, beans, and beer we decided to call it a night.



RUTH LAKE

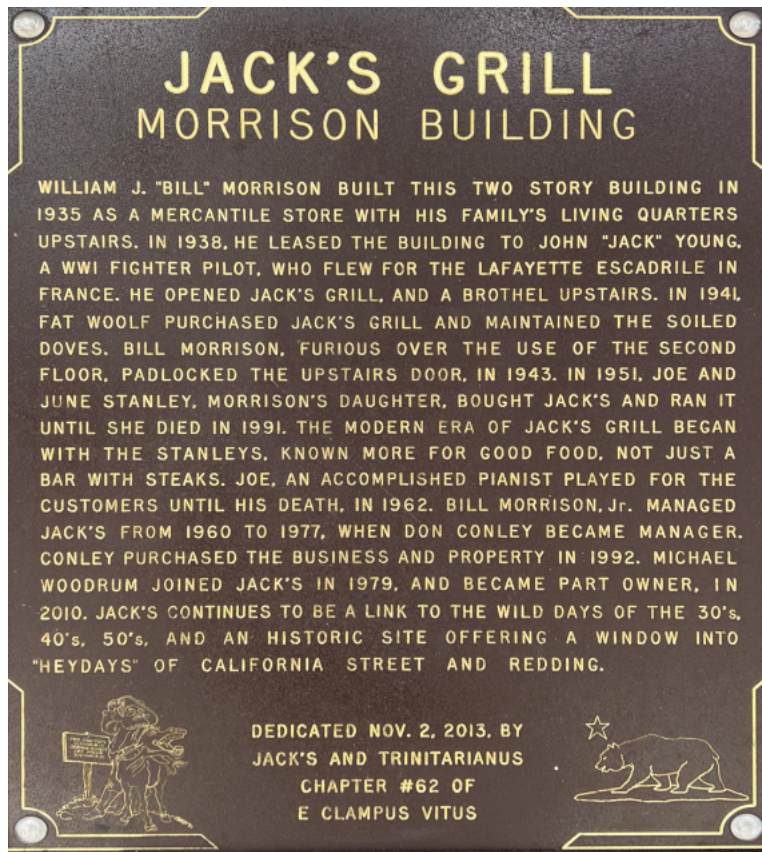
The next morning on the road it was cold, foggy and drizzling. Fortunately, the heated gear saved us. We headed 15 miles north to the Mad River Burger Bar off highway 36 to get coffee and breakfast sandwiches. When riders hear of tree crashed bikes, bear attacks, and deer strikes along a narrow 50 mile forest ridge road with blind corners we gravitate to them like bees to honey. So now it's time to head up FS 1. As we were climbing up the ridge-line, we hit snow blocking the road! It wasn't surprising but we wanted to at least see if we could get through before turning around. FS 1 will have to be crossed off the checklist another time.



We decided to take 36 east and ride to Hayfork via Flume Gulch road and Post Mountain road. The terrain was perfect for loaded big adventure bikes. It had just rained the night before so the dust was low and the grip was high. We were riding a forest racetrack and able to get on the gas! From Hayfork we took another single lane mountain pass goat road over and down to Big Bar off of 299 called Packers Creek. By this time Dan and I were hungry so we had to make sure we made it to Jack's Grill in Redding by 4pm when they opened or it could be a long wait for an early dinner. We raced on 299 and detoured on a marble sized gravel dirt road behind Whiskeytown Lake before heading to Jack's. Jack's has a legendary history and shouldn't be missed if you can get in the door. (www.jacksgrillredding.com)



After steak dinners and crossing the scenic Shasta Dam we checked in at the Redding Riders event and found a great campsite along the river below the Dam at the OHV group area. It was Friday night and there were 2 club members as guest speakers who have done all kinds of racing including the Baja 1000. The event organizer Brett mentioned the first 5 miles or so of the dirt tomorrow was just graded and would be loose.



There were 3 different gpx routes for riders one of them being all road. We chose the one with the most off-road called the Shore to Sky route.

It was 110 miles with an 82/20 mix of dirt to road with bailout points.

The next morning we left around 9am with some other adv riders to get ahead of the enduro crowd who would be leaving later. Brett was right. There was a lot of loose rock in the beginning heading up Westside Road. Once we got past it there was a beautiful overlook of Mt. Shasta and the Lake. From there we kept going up to some ridges close to 5000 ft. Then came the real hill climbs. You know it's steep when the club has volunteers parked in razors along the edge of the trail to help fallen riders. The first obstacle is a wide drainage ditch filled with loose gravel towards the bottom. Then it's a steep hill all the way up. I left the bike in first gear, stayed in the saddle and let traction control do its job. We had another hill similar to the first but a little shorter. Things got exciting when there was a split in the trail and 2 options to get downhill. Well, taking the left one I didn't realize how steep and loose the hill really was and being in the wrong gear(2nd) I might as well have been at Squaw Valley skiing. Enduro mode. These modern bike extras come in handy to prevent a front wheel lockup on terrain like





this. By the time I hit bottom we both are saying what's that smell? Oh, it must be my rear brake!

Then it was forest ridge roads all the way to Lewiston. We went down to a paved logging road then back up to another amazing graded ridge overlooking a 180 degree view of the Trinity Alps. This is the riding we came for! Heading back to Lewiston we rode to Weaverville to Trinity County Brewing Co. for burgers and beers. After lunch it was back to the dirt out of Lewiston taking a windy mountain road up to a ridge but then wait- where do we go from here? Gaia says we take a cutoff down a cliffhanger 2 track going over shale. Is this the route? I walked down a little

ways to scout it out for a roadblock of downed motos at the bottom and sure enough it went through. It was the way back to highway 299. It was slow going and by the time we hit bottom we had enough and it was time to head back to camp for a cold Modelo and our included pizza truck dinner.

Saturday's guest speaker was unlike anything we have ever experienced. One of the club members decided to pay to have Joey Evans come to the event, ride with them and speak about his ultimate pursuit of the 2017 Dakar Rally amidst a previous crash that left him paralyzed from the chest down. It is an inspirational story and Dan ended up purchasing a signed book from him after the lecture. Attn: Norcal board members- you might want to consider him for the next big event. (<https://www.joeyevans.co.za/>)

The Redding Riders basically broke even with this event. There were around 40 riders total. Some toy haulers and RV's but generators were off for a good night's sleep. For them it was a win and they are planning on doing more next year to attract riders such as trail riding biker photos for purchase.

The next morning we packed up and headed for home but it just wouldn't be an adventure without another dirt road exiting the area and a creek crossing thrown in. Let's just say my boots are finally drying out.

I am looking forward to seeing many of you at a group campouts this summer. Cheers.

Paul Bosco

GARMIN XT SECURITY MOUNT

Checking out the MotoPumps.com web site I noticed a new product made specifically to improve the security of the Garmin XT. Say it quietly, but the XT is ridiculously easy to remove from its mount. I know there are secure mounts available from other suppliers but they are pretty ugly and heavy and cost upwards of \$200.

Theft of GPS is probably not as big a problem as it was 15 years ago before smart phones took over, but the XT is still expensive and only takes seconds to remove. The MotoPump kit consists of 3 parts - a machined back plate that sits under the Garmin mount. The backplate has lugs to accept a special bolt. The bolt has an anti-theft head and o-ring to keep it in place. When installed the bolt prevents the release button on the XT mount from being depressed. The third part of the solution is the locking key. It looks simple, but it's actually a well thought out and nicely engineered set of parts. The set is priced at \$69.99.

The only problem seems to be that MotoPumps sell out as soon as they are in stock. I contacted them and they were able to tell me when they expected another batch. I bought one and a couple of days later the web site was showing that it was out of stock again.



MYSTERY ENGINE COMPETITION

The book I was reading this month led me to uncover this very special engine. I realize it must look very familiar to the readership of this newsletter. Maybe its for a light weight BMW motorcycle or perhaps a Chinese copy.

The question for readers is - Which company developed it and what is its intended application?

Email your answers to the editor and the solution will be published in next month's newsletter.





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COMMUNICATION OPTIONS FOR THE MOTORCYCLIST

Some experiences during the recent trip to Baja (losing my phone, dropping the bike out of sight of my group), made me review the options that we have stay in contact with fellow riders.

The Obvious

Bluetooth Communicators: Pretty much everyone these days has a Sean or Cardio Bluetooth headset. These are great for talking to a pillion or riders in close vicinity.

Despite a lot of advertising, their range is limited – usually to line of sight. For talking with a pillion or other riders riding close by this is great. As soon as distances get larger (riding off road and trying to stay out of the dust, twisty mountain roads) the usability is reduced significantly.

But in addition to the direct communication function, Bluetooth headsets fulfill a bigger role. Utilizing the speakers and microphone of the headset, they provide the user interface to a number of other devices: GPS, Cellphone, Radios that can be connected via Bluetooth.

Mobile Phones: Everyone carries one of these. The functionality goes way beyond providing voice communication. Navigation, music – for many riders this is the only device they really use. Connected to a Bluetooth headset, a mobile phone is extremely powerful and extremely easy to use.

Chat apps, like Discord, allow you to have ongoing comms with a group of riders by utilizing the cellular network.

But all communication is dependent on the link to a cellular network. No network, no coms – not even for emergencies.

Satellite Communicators: For the folks regularly riding of the beaten path or in remote areas, it has become very common to carry satellite communicator. Some riders carry full blown satellite phones, but these devices are still cost prohibitive for most of us. Satellite messengers on the other hand are not very expensive and come with a variety of customizable subscription options. They usually combine a GPS unit with a text message functionality via satellites in low earth orbit (Global star for Spot, Iridium for Garmin).

The main purpose of these devices is to establish emergency communication with Search & Rescue authorities (That's why all models have a big "SOS" button). But they also allow the sending of text messages (via Satellite) to friends and family.

The Spot and Garmin IN Reach communicators are a great way to stay in touch while out of cellphone coverage. But they are not really good for casual conversations. And they certainly cannot be used while actively riding the bike.



Sena bluetooth headset



SPOT satellite communicator

Amateur Radios

There is a whole other group of devices that provide convenient communication, not limited by cell phone coverage: Amateur Radios. (A big: Thank You! To Mark Rodda who showed me how the use of a Bluetooth adapter makes radios easy to use while riding a bike).

Amateur radios come in variety of models with different capabilities and licensing requirements. What they all have in common is relative ease of use, low cost and independence of cellular networks.

The value of these radios quickly became obvious, when one the riders in our group dropped his bike onto the sandy track on the way from Laguna Hanson. Unable to pick up the bike by himself, with no cell coverage and out of Bluetooth range, he called to group to come back to him and provide assistance. Worked like a charm....

These radios usually come with a range of additional features, like access to the NOAA Weather Radio Channels.

With the help of a simple Bluetooth adapter kit, these radios can be connected to helmet communications and allow for hands free operations. The Bluetooth adapter is connected to the microphone port of the radio and a "push to talk" button on the handlebar enables the convenient switch between receiving and sending modes.

For the use on motorcycles, three classes of amateur radios are of interest:



Bluetooth adapter



FRS (Family Radio Service) This represents by far the easiest and most popular use of Amateur Radio. No license required, no complicated rules to follow and the radios are really cheap. They often can be found in blister packs at convenient stores, or a pair can be ordered from Amazon for around \$25. FRS uses 22 specific frequencies (or channels), by using privacy codes (CTTS or DCS) many groups of users can be on the same channel without overhearing each other. The low cost and convenience of FRS comes with a price though: Power output is limited to 0.5W to 2W. This reduces the useful range to 0.5 Miles to about 1 Mile. Most FRS radios do not have an input port for an external microphone, so there is no connection to the helmet Bluetooth system. These radios can still come in handy during stops or for coms at a campsite.

GMRS (General Mobile Radio Service) A huge step up from FRS, GMRS offers some serious options for wireless communications. Operating a GMRS radio requires registration with the FCC (Federal Communications Commission) and a GMRS license. The GMRS license is pretty much like a fishing license: you pay your fee, and you get the license, which is valid for 10 years. No test required. Registration and licensing are easily done via the FCC website. As of April 19, 2022, the licensing fee was reduced from \$70 to \$35. Users of GMRS are expected to follow some simple rules, the most relevant being that you are to use your call sign (which will be assigned to you with your license).

While GMRS radios use the same frequencies (Channels) as FRS, they can be much more powerful – up to 50 W. They also allow the use of more efficient antennas which increases realistic range up to several miles.

The most powerful feature that GMRS provides is the access to repeaters. Basically, a repeater is a radio that is placed at a (usually high elevation) location, listens to signals on one frequency and automatically transmits the same signal on a different frequency. For example, BARN-R1 there is a repeater station located in the Santa Cruz Mountains, that has a range of 85 miles. If I connect via this repeater, my GMRS radio can cover the whole Bay Area from San Francisco to Monterey. There is another repeater is another repeater is Cobb, that covers most of Mendocino National Forest. While some repeaters are limited to use by specific groups (Emergency Response, Fire), most are open to all GMRS users.

GMRS radios can be modified (antennas, external microphones, more powerful batteries), so it's easy to make them work with your Bluetooth system on the bike.

While GMRS radios require a bit more effort to get licensed and learn, they provide a very powerful and convenient option for “off the grid” communications.



Ham OK, for a lot of folks this invokes visions of guys sitting behind radios with tubes to send morse code across the world utilizing large antennas. Well, that can still be true – but fact is, that the lowest level of Amateur Radio Certification, the “Technician” license is perfect for handheld radios. Yes, a license is required – but it's reasonably easy to obtain (you got to get 25 out of 35 multiple choice questions right. No Morse code required). And the test is only \$15!

With this license all amateur frequencies in the 2 m Band (144MHz to 148 Mhz) are open to you for voice communication. Technicians may operate FM voice, digital packet (computers), television, single-sideband voice, and several other interesting modes. You can even make international radio contacts via satellites, using relatively simple station equipment – but that is probably not really relevant on your bike.....

More interesting: You can use as much power as you think you might need (up to 1500 W), use any antenna that might work for you and have access to a huge repeater network. While there are quite a few GMRS repeater stations – there are literally thousands of Ham repeater stations and repeater networks. It is possible to use your handheld Ham radio to make coast to coast calls....

Even though our cellphones are convenient and easy to use, there are other options out there. And as soon as you are out of cell coverage – they prove their worth quickly....



Delf Hedde



How to carry a radio

STOP PRESS - 2022 49ER RALLY - RANDOM OBSERVATIONS

After Covid, several BMW club rallies seem to have disappeared from the calendar. However, surprisingly, BMW Norcal's 49er Rally attendance grows larger every year. Well over 500 people registered, and if you did not make it, then you missed a truly great event. The weather and location were perfect.

I know of no other North American rally with the same number of motorcycle focused activities as the 49er. In my humble opinion the National MOA Rallies don't come close. Participation levels were high across the board.

This year we had:

- Rawhide Off Road Training
- GS Rides - Guided and self-navigating
- Two Poker Run Rides - with free hands and a chance to win a \$400 top prize
- Asphalt Trials
- Slow Race
- English Trials
- A GS Challenge

Because of the difficulty in attracting food vendors in Quincy, Jorgen Larson and Hugo Bonilla hired a crew, ordered the food, and created the menus themselves, and with the help of volunteers were able to supply three meals a day to the hungry masses. The food was excellent and very reasonably priced. The organization was so efficient that for the Saturday dinner over 500 people were served and seated, enjoying great food, within just one hour.

The 49er's size and popularity has been noticed, and it was satisfying to see the Northern California BMW dealerships stepping in to sponsor the keynote speaker. A&S Motorcycles of Roseville sponsored the Saturday banquet, and Russ Brown, the motorcyclist's attorney,

who has been actively supporting the club for a number of years, was there again. Check out page three of this newsletter for a full list of sponsors.

To organize an event like this requires much time and commitment from a large number of people. We thank you all.

I would like to highlight Hugo Bonella and his family's contributions. His son did all the superb event graphics and laid out the program booklet, Hugo created the registration software and Rally App. His niece ran the club swag store, and his sister worked the food. I spent most of Friday in the main hall and watched as Hugo ran between the kitchen, carrying and serving food, registration, tracking tee shirts sales, and the rally HQ. He was on the go for 12 hours. I even saw him with a bucket and mop dealing with a spill.

Delf Hedde and Dennis Godwin (of the GS Giants) did an amazing job setting up and running the English Trials and the GS Challenge. Since the Quincy fairgrounds was a new location, it really meant starting from scratch, laying out the courses and bringing in/making all the necessary equipment. I could only watch the end result in total awe. The GS challenge was spectacular. Nobody was hurt and all bikes were ridden away. BMW makes tough motorcycles.

I would like to thank everyone who sent in photos of the event. I selected a few to illustrate events and activities. In next month's newsletter I plan to include many more pictures and stories. So, if you have a short story or 49er experience you want to share, please take the time and put something together. I am thinking a couple of hundred words with pictures.

John Ellis





KEN CASTLEMAN'S CAMPING CHECKLIST

Motorcycle Gear

- helmet (liner)
- charged com system
- jacket (liner)
- Helite vest
- rain jacket
- pants (liner)
- rain pants
- gloves (liners)
- boots/socks
- neck gaiter
- rock straps
- extra bungies
- MC cover
- extra fuel
- tools
- tire repair kit
- compressor
- maps
- license/reg/insurance

Clothing

- shirts
- jacket
- pants
- socks/undies
- camp shoes
- hat
- beanie
- kerchief
- shower flip flops

Personals

- toiletries / towel
- Tp/sanitizer
- 1st aid kit/meds
- checkbook/cash/CC
- sunglasses
- masks
- phone (Kindle)
- charge cords
- reading material

Camp Gear

- tent
- ground sheet
- sleeping bag
- pad
- cot
- chair
- p bottle
- pillow
- headlamp/batteries
- knife
- day pack
-

Food Supplies

- stove/fuel
- pot
- cup/bowl
- spork
- H2O bottle
- food
- fire starter
- sponge/soap

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the blue. Not before. Or not

This year's MOA national rally is in Springfield, MO and is this event's 50th anniversary. In addition, the BMW /5's are also 50 years old. This planetary alignment will be celebrated by a huge gathering of /5's at the rally.

Kim Dromlewicz, the CCBP President is planning a ride of like-minded individuals riding /5s from California to Missouri. No CCBP membership required.

It is anticipated that since individuals are likely starting from different locations, this will be a loosely organized ride where individuals or small groups meet at a selected spot at the end of each day. Riders can ride at their own pace with or without others.

Anyone interested in joining the ride should contact Kim directly at dromlewicz@yahoo.com.



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*Board Member

EVENTS

Board of Directors Meeting
04 Jun, 2022 MotoGuild SF,
849 13Th St. San Francisco, 10:00 am 12:00 pm

Chief Joseph Rally
16-19 Jun, 2022
John Day, Oregon
Check details here www.bmwro.org

Annual Election Meeting.
Folsom State Park
25-26 Jun, 2022
Negro Bar Group Site
Optional BBQ dinner cooked onsite.
Serving beef ribs, chicken and Italian sausage
with green salad, baked beans and corn.
Register at www.bmwnorcal.org/

Board of Directors Meeting
09 Jun, 2022 MotoGuild SF,
849 13Th St. San Francisco, 10:00 am 12:00 pm

2022 Range of Light Gypsy Tour
2-5 Sep 2022 starts at Silver Dollar Fairgrounds,
2357 Fair St, Chico CA 95928
Registration now open

ANNIVERSARIES

April	Ben Long	5
	Michael Pagianti	5
	Raymond Tantarelli	5
	Jeff Zane	5
May	Jeff Albritton	5
	Alicia Brown-Docken	10
	Robert Fuller	5
	Lee Fulton	15
	John Notch	10
June	Ron Winingar	10
	Scott Clemmons	5
	Max Gomez	10
	Tom Harris	15
	Mike Huntzinger	15
	Claire Palmgren	5

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